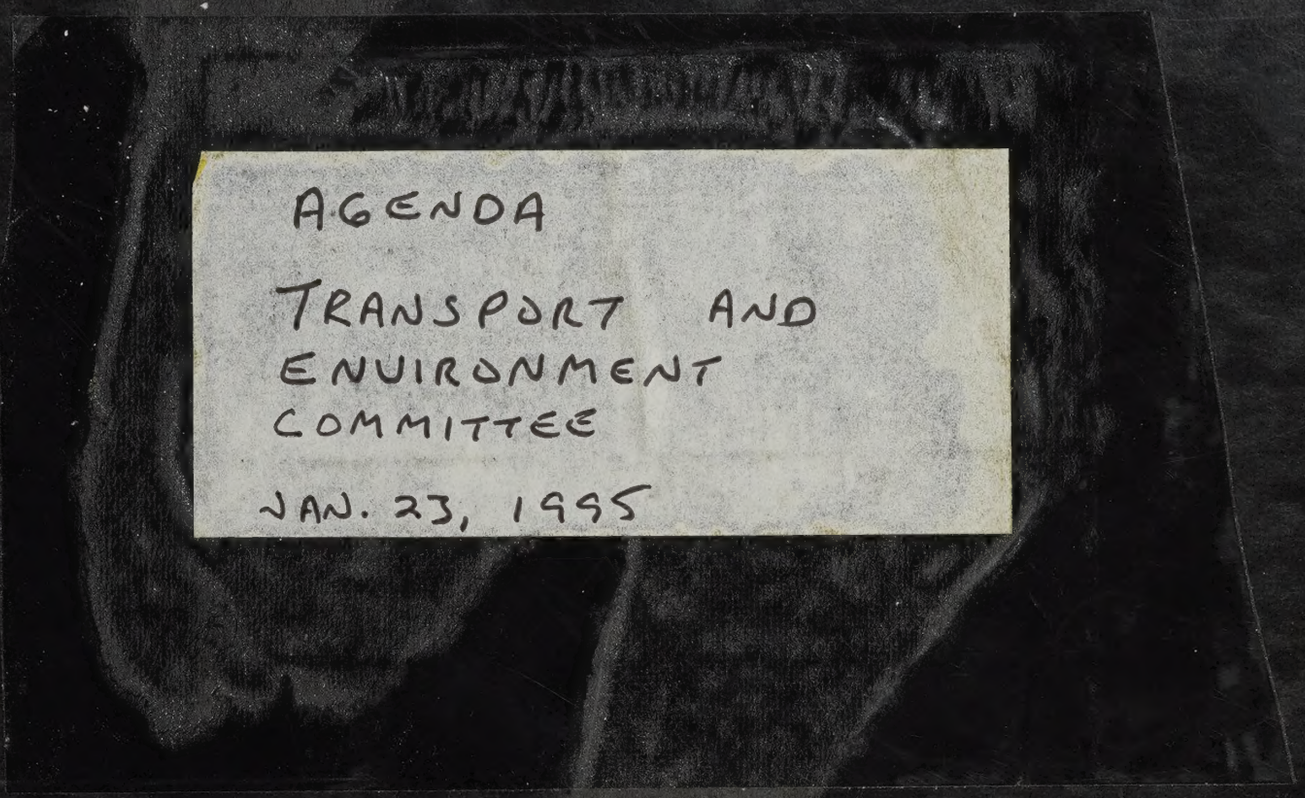


AGENDA

TRANSPORT AND
ENVIRONMENT
COMMITTEE

JAN. 23, 1995

URBAN/MUNICIPAL
CA4 ON HBL A05
CSITG
1995

THE URBAN MUNICIPAL COLLECTION
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HAMILTON PUBLIC LIBRARY

URBAN MUNICIPAL
JAN 23
GOVERNMENT DOCUMENTS

1995 January 19

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 January 23
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Proposed Closure of Gerrard Street from Sherman Avenue to 100.489 m westerly

   (b) Proposed Alteration of Ferguson Avenue North between Cannon and Barton Streets

   (c) Pizza Delivery Policy - Victoria Zipeto

   (d) Parking on 10 Webber Avenue - Mr. B. Jardine

   (e) Westdale Village B.I.A. - Ms. S. Snider

2. **CONSENT AGENDA**

3. **DIRECTOR OF PUBLIC WORKS**

   (a) Garbage Collection - Statutory Holidays (Report to Follow)

   (b) Snow Removal in Assumed Alleyways

   (c) Public Works Department Streets Division/Local Roads Division
   1995 - 2004 Provisional Capital Budget

   (d) Public Works Department - Fleet Services
   1995 - 2004 Provisional Capital Budget

4. **DIRECTOR OF TRAFFIC SERVICES**

   (a) Traffic Department
   1995 - 2004 Provisional Capital Budget

   (b) Intersection of Rowntree Drive and Rushdale Drive -
   Intersection Control

   (c) Intersections of Caroga Court and Morgan Road and
   Clifton Downs Road and Morgan Road - Intersection Control

5. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

   Roads Department 1995 - 2004 Provisional Capital Budget

6. **CITY COUNCIL REFERRAL**

   Transportation Association of Canada:
   New Visions in Urban Transportation

7. **ALDERMAN D. AGOSTINO/ALDERMAN F. EISENBERGER**

   Intersection of Fairway Drive and St. Andrews Drive -
   Intersection Control (No Copy)

8. **OTHER BUSINESS**

9. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
3.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
4.	Access Routes to the Harbour and Beatification of Same	1994 July 18	Acting Director of Public Works/Senior Director, Roads Department	Prepare Report
5.	Mount Albion Road and the Glendale Golf and Country Club	1994 October 25 City Council	Director of Public Works	Prepare Report
6.	School Speed Zones	1994 October 17	Director of Traffic Services	Report for January Meeting

Kevin C. Christenson, Secretary
1995 January 23

1(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 November 23
T103-03 (305) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: **Proposed Closure of Gerrard Street from Sherman Avenue North to 100.489m westerly**

R-94-73

RECOMMENDATION:

That the stopping-up, closing and sale of the portion of Gerrard Street from Sherman Avenue North, to 100.489m westerly be approved, subject to the following conditions:

i) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the road allowance of Gerrard Street from Sherman Avenue North, to 100.489m westerly;

ii) That the Commissioner of Transportation/Environmental Services be directed to prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be sold;

iii) That the Commissioner of Transportation/Environmental Services be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act;

iv) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980;

v) That the City of Hamilton provide a 6m easement to the Region for the existing 675mm and 375mm sewers and the existing 150mm watermain in the proposed closure area;

Cont'd ...

Gerrard Street Road Closure

Cont'd

vi) That the City of Hamilton provide a 2.0m easement to Union Gas for their underground plant on the north and south sides of the closure area;

vii) That the City of Hamilton provide a 3.0m easement to Bell Canada for their existing plant on the north side of the closure area.

Ted Gill
E.M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the City's Property Department (Real Estate Division) to close Gerrard Street from Sherman Avenue North to the west property line of number 9 Gerrard Street. The City is attempting to assemble the residential properties in the Alpha Enclave situated within the Industrial Sector "B" and Keith Neighbourhood, and to sell industrial lands abutting the closure limits of the road allowance. This plan cannot be implemented until the subject road allowance is closed.

In October of 1981 City Council authorized the acquisition of 60 properties in the northeast section of Alpha Enclave. In November of 1988 Council directed that the remaining properties in Alpha Enclave west be acquired. All properties abutting the north side of Gerrard Street from municipal number 3 to 31 inclusive were purchased by the City. Philip Environmental is the abutting owner of the properties on the south side of Gerrard Street.

Our circularization to the area residents, businesses, utility companies and affected municipal departments is now complete and the results are as follows:

Area Residents and Businesses
Total circularized 85
In favour 0 Opposed 8 No comment 77

The owner of 1 Gerrard Street expressed opposition to the closure. However, the owner had previously agreed with the closure through an Offer to Purchase with the City of Hamilton dated January 8, 1994, for the purchase of a vacant parcel of City owned land being composed of lots known municipally as 3, 5 and 7 Gerrard Street. The transaction included special building covenants, agreements and restrictions.

Cont'd...

Gerrard Street Road Closure

Cont'd...

Specifically, Article 6.3 (6) of the agreement states "the owner acknowledges that the City plans to close and sell a portion of Gerrard Street immediately east of the subject lands and further that the owner agrees not to object in any way to the said closure and sale. Therefore the purchaser is estopped from exercising the rights which would ordinarily accrue to him as an adjacent owner." All other negative responses from property owners gave no reason for their opposition.

Utility Companies

Union Gas requires a 2.0m easement for an existing plant along both sides of Gerrard Street within the closure limits.

Bell Canada requires a 3.0m easement for the north side of Gerrard Street.

Hamilton Hydro has indicated that they have no objection to the closure and will remove their existing plant.

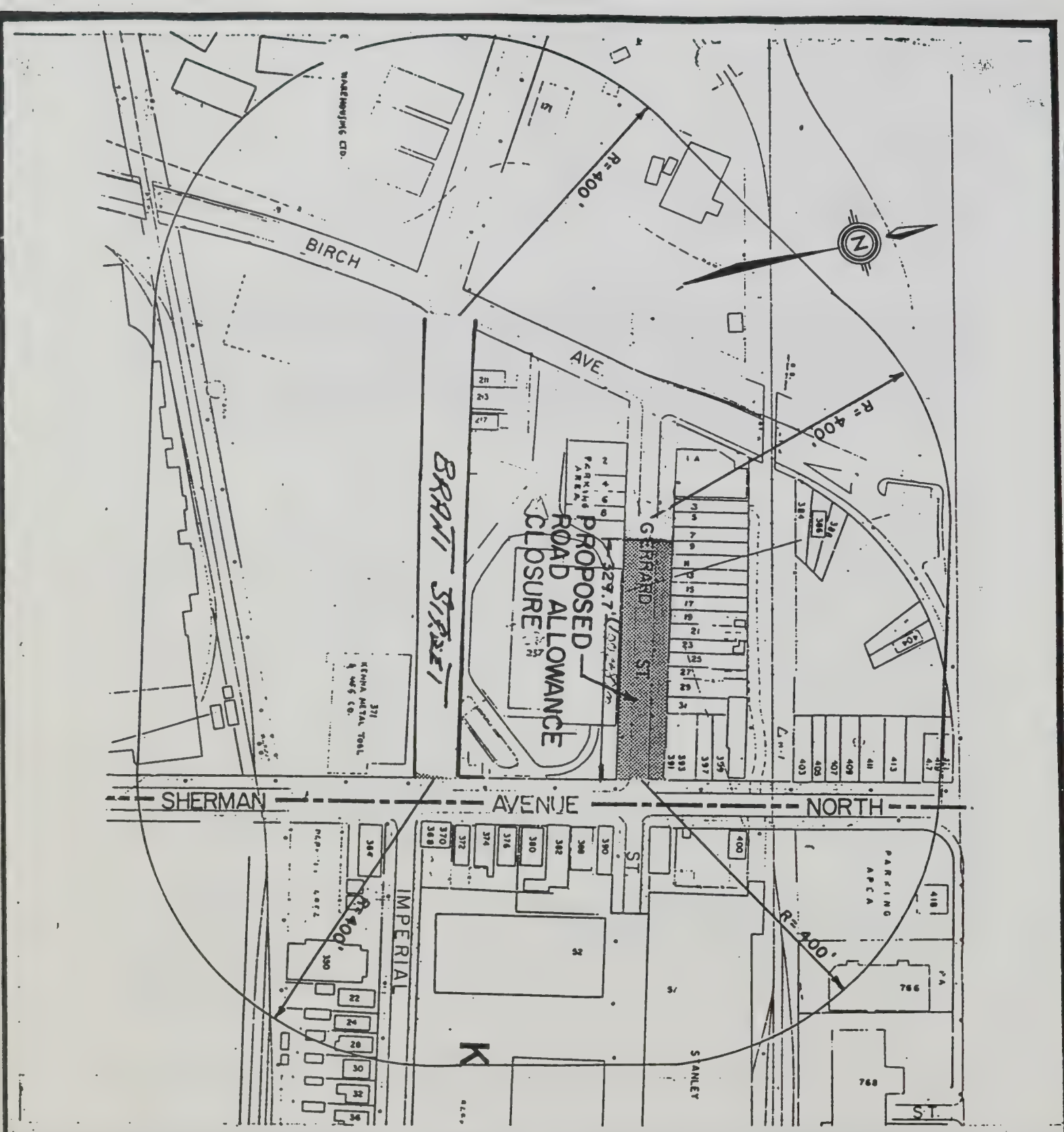
Municipal Response

The Region's Environmental Services Department report that the existing 675mm and 300mm sewer and a 150mm watermain within the closure limits will require a 6.0m easement in favour of the Region. All other departments were not opposed to the closure request.

As there were no municipal department or utility company objections to the request this Department is in favour of the closure.

JKC:
attach.

cc: M. Watson, Property Department
cc: A. Zuidema, Law Department



LOCATION PLAN FOR PROPOSED ROAD ALLOWANCE TO BE CLOSED

GERRARD ST.- FROM SHERMAN AVE. N. TO 143' EAST OF BIRCH AVE.

REGIONAL MUNICIPALITY OF HAMILTON - WENTWORTH
DEPARTMENT OF ENGINEERING

LEGEND

PROPOSED ROAD ALLOWANCE CLOSURE

SCALE	FILE NO.	NORTH
N. T. S.	T103 – 03 (305)	

1 (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 14

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: **Proposed Alteration of Ferguson Avenue North Between Cannon and Barton Streets**

RECOMMENDATION:

That City Council enact the attached By-law to authorize the alteration of Ferguson Avenue North between Cannon and Barton Streets by narrowing the roadway from the existing 19.5m width varying from 8.5m to 11.0m.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The alteration of Ferguson Avenue North was approved by City Council on December 13, 1994, in adopting Item 60 of the 1st Report of the Transport and Environment Committee. The proposed closure has been advertised for four consecutive weeks in The Spectator as required by Section 300 of the Municipal Act.

D. Lobo

RPM/smg

Attachment.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO ALTER FERGUSON AVENUE NORTH BETWEEN CANNON STREET EAST AND BARTON STREET EAST BY NARROWING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highway known as Ferguson Avenue North is a local road under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 60 of the 1st Report of the Transport and Environment Committee on December 13, 1994, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Ferguson Avenue North as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said alteration has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

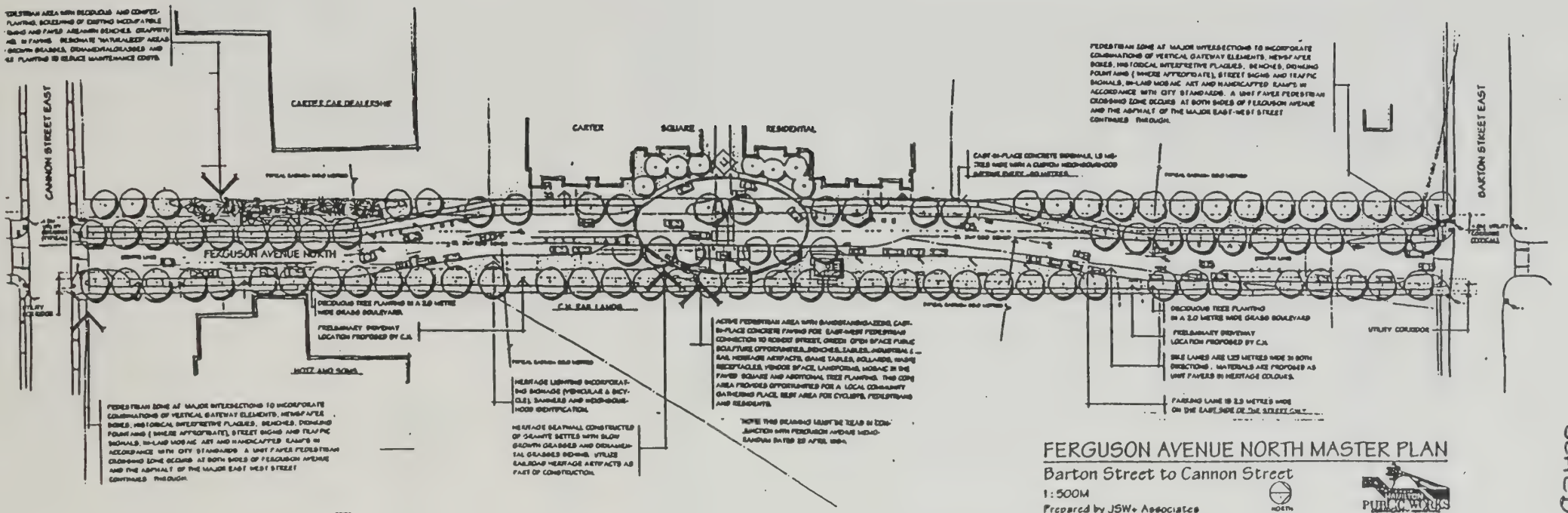
1. That the alterations be approved and carried out to Ferguson Avenue North between Cannon Street East and Barton Street East, for the purpose of narrowing the travelled portion of the said street from the existing width of 19.5m to a width varying from 8.5m to 11.0m, as illustrated in Schedule "A" attached hereto.

2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1995.

CITY CLERK MAYOR

(1994) 1 R.T.E.C. 60, December 13



FERGUSON AVENUE NORTH MASTER PLAN

Barton Street to Cannon Street

1:500M

Prepared by JSW+ Associates

CONCEPTUAL

NORTH

HAMILTON PUBLIC WORKS

SCHEDULE 'A'

1 (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 18

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

Patrice Noè Johnson
City Solicitor

T. Gill, P. Eng.
Senior Director, Roads Department

SUBJECT: Pizza Deliveries - Traffic Safety [TEC-57-95]

RECOMMENDATION:

(a) That the City Clerk be directed to write to the Corporate Headquarters for Pizza Pizza and express the City's concerns respecting the "30 minutes or free" delivery policy time; and

(b) That the Hamilton-Wentworth Regional Police Department be requested to report back on the feasibility of increasing the level of traffic enforcement throughout the City.

"P. Noè Johnson"
per: PH

Murray F. Main

Ted Gill

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Transport and Environment Committee, on 1994 December 5, directed "That the City Solicitor, Director of Traffic Services and the Commissioner of Transportation/Environmental Services be directed to prepare a report on the issue of delivery time of pizza and the issue of traffic safety and neighbourhood safety as a result of the "policy" of certain pizza company "chains" respecting the delivery of pizza in "30 minutes or free."

A Pizza Pizza franchise owner expressed concern respecting this matter in a Hamilton Spectator article dated 1994 November 26, and advised that the "30 minutes or free" delivery policy is a corporate policy which many of the individual franchise owners are very concerned about and that they are initiating legal action against the company. Pizza Pizza is the only business advertising "30 minutes or free" delivery in the Hamilton Yellow Pages.

Pizza deliveries generally take place by part-time drivers operating their own vehicles, rather than company owned vehicles. Thus, it is virtually impossible to determine by collision records if these vehicles are having any effect on the collision rate on local residential streets. While there have not been any documented collision problems, pizza delivery drivers, as well as many other motorists, no doubt exceed the speed limits and violate other traffic laws from time to time. Studies on various streets in the City indicate that the traffic speeds in general are increasing somewhat.

The Law Department has determined that the existing legislation does not permit the City to provide for the regulation, through licencing, of the "30 minutes or free" delivery policy. Therefore, the only apparent action that might be taken would be to inform the pizza corporation insisting on its policy of the City's concerns respecting this matter, as well as strict enforcement of the various moving traffic regulations by the Regional Police. This should apply to all motorists, rather than only to specific classes of vehicles such as Pizza delivery vehicles. The Regional Police Department has shifted its priorities away from traffic enforcement in recent years, and the lower level of enforcement can only contribute to an erosion of motorists' driving habits in general. Regular and continued enforcement of traffic laws is necessary to promote traffic safety by all motorists throughout the City.

MH/jd

Put brakes on pizza drivers, aldermen say

Speed creating dangers

NOV 26/94

By KEN PETERS
The Spectator

EAST HAMILTON aldermen want to put the brakes on pizza promotions that promise delivery within 30 minutes or no charge.

The promotions are resulting in pizza delivery drivers speeding in residential neighborhoods in a bid to beat the time limit, say aldermen Bernie Morelli and Dave Wilson.

The aldermen plan to raise the matter at the city's transport and environment committee next month in an effort to curb the problem.

While reluctant to blame one business over another, both Mr. Morelli and Mr. Wilson pointed the finger at Pizza Pizza as a source of neighborhood complaints in the east end.

"I would say it's a growing problem," Mr. Morelli said.

He said the pizza delivery drivers have to pay for the pizza if the product isn't delivered on time, putting them under pressure to speed through neighborhoods.

"Someone has to bring some sanity to the situation. I love pizza too, but somebody is going to get hurt," Mr Morelli said.

Safer

"I don't think people would mind getting a pizza 10 minutes later if it means safer streets."

Mr. Wilson echoed his colleague's concerns.

"There is no question the response time pizza places promise people for the delivery of the pizza is causing trouble.

"Pizza places instruct the drivers not to speed but if the pizza doesn't make it on time, it comes out of the driver's salary."

Mr. Wilson said the problem appears to be worse in the city's east end with its narrower streets and on-street parking.

"I think people would give up a free occasional pizza if they understood the repercussions that someone could be killed," he said. "It's not worth the prize."

Ursula Khattab, owner of the Pizza Pizza franchise at the corner of Main Street East and Graham Avenue, says the store owners - not the drivers - pick up the tab for late pizzas.

But Ms Khattab admits drivers who are consistently late may soon be looking for another job. The current policy costs her about five free pizzas a week.

Ms Khattab says she understands the aldermen's concerns but adds that individual store owners can't change the 30-minutes-or-free policy without approval from Toronto head office.

"We have tried to get them to go for 40 minutes but we have to go by company policy or we get fined."

A telephone call to head office went unreturned.

Ms Khattab said she is one of 15 franchisees suing Pizza Pizza president Michael Overs in a bid to win more control over their own operations. The group is also pushing for provincial legislation to protect franchisees.

Dominic Agostino

Alderman Ward 5 - Regional Councillor

City of HAMILTON



Health & Social Services Committee -Chairman

Hamilton Farmer's Market Subcommittee -Chairman

Visible Minorities Representation Subcommittee -Chairman

Day Care Task Force -Chairman

School Child Nutrition Task Force -Chairman

Roomers & Boarders Task Force -Chairman

Employee Suggestion Subcommittee -Chairman

Hamilton Parking Authority Committee Vice-Chairman

Parks & Recreation Committee

Economic Development Committee

Airport Management Board

CFL Hall of Fame Committee

Status of Women Subcommittee

Regional Audit Committee

Hamilton Civic Hospitals Board

Art Gallery of Hamilton Board

Pre-Hospital Quality of Care Committee

1994 December 1

Mr. Kevin Christenson, Secretary,
Transport and Environment Committee

Dear Mr. Christenson:

Please find enclosed a copy of a letter from Ms. Victoria Zipeto, Manager of a Pizza, Pizza Franchise on Queenston Road.

Ms. Zipeto would like to address the Committee in regards to the issue of the delivery time of pizza and the issue of traffic safety and neighbourhood safety as a result of this policy.

I would appreciate being notified as the date and time of the meeting. Thank you for your kind attention to this matter.

Yours sincerely,

Dominic

DOMINIC AGOSTINO, ALDERMAN,
WARD 5

DA:tb

Attch.

c.c. Henry Merling, Chairman,
Transport and Environment Committee

Ms. V. Zipeto
892922 Ontario Inc.
280 Queenston Road
Hamilton, Ontario L8K 1H1

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4 Tel. 546-2730 · Res. 574-0179 · Fax 546-2535

892922 Ont. Inc
280 Queenston Rd
Hamilton Ontario
L8K 1H1

5444479

November 29, 1994

Mr. D. Augustino

Dear Sir:

We would like to appear as an delegation on Monday Dec. 5 1994 in front of the committee regarding the article that appeared in the spectator last week. Our intention is to give you a helping hand in getting a law of some type in place to protect the public from getting hurt. Several people have told me that they have been a almost run over by our drivers. Our head office will not listen to our concerns and change the guarantee time. As it stands now anyone ordering a pizza now can get it free from the 25th min after they order. This is according to our head office.

Sincerely yours

Victoira Zipeto

cc HENRY MERLING

1 (d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 20

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Webber Avenue - Parking Permits [TEC-19-95]

RECOMMENDATION:

(a) That one of the parking permits presently assigned to the residential property at no. 30 Webber Avenue be rescinded; and

(b) That one of the parking permits presently assigned to the residential property at no. 28 Webber Avenue be rescinded; and

(c) That two parking permits be made available to the residents at no. 10 Webber Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The owner of the property at no. 10 Webber Avenue recently requested two parking permits for residents of this two family dwelling.

An investigation has revealed that there are 14 parking spaces on Webber Avenue and that all 14 parking permits have been issued. Presently, there are three parking permits issued to no. 30 and two parking permits issued to no. 28 and both of these single family dwellings have driveways which can accommodate three vehicles. No other properties have three permits. Two other properties have two permits, but neither have any off-street parking.

Issuing more permits than there are parking spaces on the street could create parking problems for some residents, who would be paying for permits, but frequently would not be able to find on-street parking. Therefore, the policy has always been to not issue parking permits in excess of the number of on-street parking spaces. Investigations have revealed that Webber Avenue is almost always solidly parked overnight.

There is no off-street parking available for no. 10 Webber, nor is there sufficient space to allow front yard parking at this address. Therefore, the only apparent solution would be to rescind one of the permits from both No. 28 and No. 30, since both of these properties have off-street parking available. Staff have contacted these residents and both have refused to return any of their parking permits. However, the Traffic By-law provides the authority for City Council to cancel a parking permit provided that the permit holder is given 30 days notice.

MH/jd

December 9, 1994

Mr. Kevin Christenson
Secretary of Transportation &
Environmental Committee
City Centre, City Hall
71 Market Street West
Hamilton, Ontario. L8N 3T4

DEC 12 1994

Dear Kevin

RE: 10 Webber Avenue, Hamilton

Don Flack and myself as owners of 10 Webber Avenue request the opportunity to speak at the next meeting on January 23rd, 1995 with respect to the parking issue on Webber Street as discussed in our phone conversation.

Please confirm our attendance at your earliest possible convenience.

Sincerely,

Brad W. Jardine
B: 905-639-5115

c/o Brightside Financial Services Inc.
3430 South Service Road, Box 19
Burlington, Ontario. L7N 3T9

1(e)

To: Kevin Christenson

From: The Westdale B.I.A.
Dan Upsdell
Shelagh Snider

JAN 12 1995

Jan 12,1995

Re: T & E Meeting Jan 23 1995

The Board of Management hereby requests that we, as a delegation, be allowed to speak at this meeting concerning all issues involving the parkettes in Westdale

Yours truly

Shelagh Snider
523-5440
528 -6111

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 18

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

Mr. M. Main
Director of Traffic Services

SUBJECT: Westdale Village Business Improvement Area (B.I.A.)
Redevelopment of Traffic Islands Located on the North and South Sides of King Street West Between Paisley and Marion Avenues

RECOMMENDATION:

a) That staff be authorized to proceed with the Westdale Village B.I.A.'s request for the development of traffic islands located on the north and south sides of King Street West between Paisley and Marion Avenues and the relocation of the existing crosswalks, at an estimated cost of $35,469. recognizing that the other associated costs for the implementation of this project, estimated at $18,000., will be derived from the Commercial Improvement Program and that an annual current budget increase of $15,012. for ongoing horticultural maintenance will result.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated cost to implement the project is $53,469. Please refer to the attached Appendix 'A' for a breakdown of the work schedule and estimated costs. The accounts to be utilized to implement the reconstruction are as follows:

The Commercial Improvement Program Capital Account (100% Municipal funds available to B.I.A.'s for landscaping improvements)	$18,000.
The 1995 Current Budget Wheelchair Ramp Account	$15,600.
The 1995 Current Budget Beautification of Traffic Islands Account	$12,099.
The Roadway Pavement Maint. and Sign Installation and Maint. Accounts	$ 4,770.
The Upgrades of Existing Parking Facilities Account	$ 3,000.

The resultant yearly maintenance costs associated with the implementation of the above work is $15,012. and will be identified as an increase in the base budget of the Beautification of Traffic Islands Centre Number 60429. The full amount is required commencing in 1996 and a lesser amount of $12,099. is required in 1995 as the acquisition of flowers in the first year is paid from the Commercial Improvement Program funding.

Should the six-month trial period prove unsuccessful, the following work will be carried out to restore all changes made as a result of the crosswalk relocation:

Required Tasks		Associated Cost
1.	Reconstruction of the islands to accommodate crosswalks (the trees and flowers will remain in islands)	$15,600.
2.	Paint new crosswalks	$ 300.
3.	Replace traffic signal pedestrian heads/erect new signs/ remove existing crosswalk lines	$ 2,130.
	TOTAL CITY COST	**$18,030.**

NOTE: The resultant yearly maintenance of $15,012. will continue to be required since the garden islands will remain.

Should the Committee determine that the capital costs for the full reconstruction for the trial period is unwarranted, an alternative during the trial period is to construct the wheelchair ramps from asphalt at an estimated cost of $1,500. recognizing that all other costs associated with the project i.e. converting the parking meter islands to garden areas, relocation of parking meters, painting new crosswalks, relocation of traffic signal pedestrian heads, etc. will remain consistent. Should the project prove unsuccessful, modification to the original landing areas of the wheelchairs ramps must be implemented at a cost of $10,000. Should the project prove successful the asphalt will be removed and replaced with concrete at an estimated cost of $15,600.

BACKGROUND:

At its meeting held 1994 October 25 City Council approved the Westdale Village B.I.A.'s proposal to re-route pedestrian traffic to the north and south sidewalks on King Street West between Marion and Paisley Avenues by removing and relocating the existing crosswalk lines and negating pedestrian traffic from the parking meter islands by converting them to garden areas and, implementing angle parking as per the plan attached as Appendix 'B'. The plan was approved for implementation on a six-month trial basis with the Director of Traffic Services being directed to report back on the implications of the action following the trial period.

Subsequently, staff from the Public Works and Traffic Services Departments prepared a report to the Planning and Development Committee recommending that the redevelopment proceed at a partial cost of $18,000. to be financed from the Commercial Improvement Program with the remaining associated costs, estimated at $35,469., to be referred to the Transport and Environment Committee for its approval. The Planning and Development Committee dealt with this item at its meeting held 1994 December 07 at which time it was tabled pending review and consideration of the $35,469. by the Transport and Environment Committee.

There are several phases involved in the implementation of this project. Due to the time required for the necessary by-law and Ministry of Transportation approvals, as well as the fact that we are entering into unfavourable weather conditions as a result of the winter season, construction cannot commence until the thaw in late April, early May 1995.

HM:bg

cc: D. Upsdell, Chairman, Westdale Village B.I.A.
S. Glover, Secretary, Planning and Development Committee
J. Pook, Horticulturist, Public Works Department
B. Hill, Senior Accounting Clerk II, Treasury Department
P. Baker, General Manager, Parking Authority
R. Meiers, Operations Engineer, Public Works Department

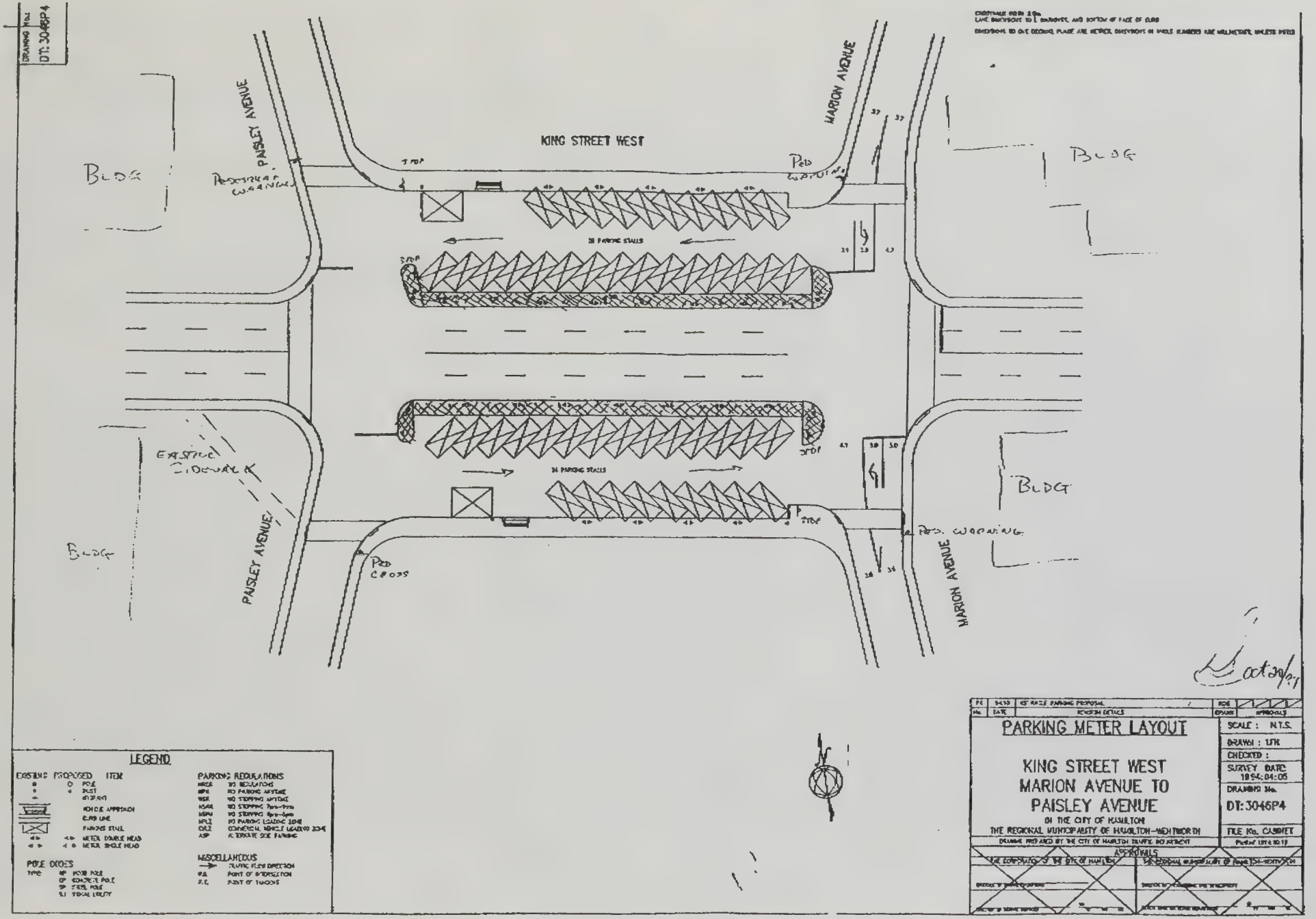
WESTDALE VILLAGE B.I.A. TRAFFIC ISLAND DEVELOPMENT
SCHEDULE OF WORK

APPENDIX 'A'

Required Task	Proposed Commencement	Estimated Duration	Associated Expenditure	Funding Source
1. Before studies (video taping)	Nov/Dec 1994	1 month	$ 150.	Traffic Department
2. Approval by-laws to prohibit crossing	Nov/Dec 1994	1 month	$ 50.	Traffic Department
3. Receiving Ministry of Transportation approval for signal at Marion	Nov/Dec 1994	1 month	$ 75.	Traffic Department
4. Installation of new wheelchair ramps mid-block (8) & removal of existing wheelchair ramps	May 1995	2-4 weeks	$ 15,600.	Public Works Department
5. Removal of interlocking brick	May 1995	2-4 weeks	$ 2,000.	Commercial Improvement Programme
6. Excavation to subgrade (18")	May 1995	2-4 weeks	$ 3,000.	Commercial Improvement Programme
7. Relocation of parking meters	June 1995	1 week	$ 3,000.	Parking Authority
8. Installation of irrigation system	June 1995	3-4 days	$ 4,800.	Commercial Improvement Programme
9. Installation of soil/drainage material	June 1995	1 day	$ 5,287.	Commercial Improvement Programme
10. Installation of plant material (includes maintenance for remainder of 1995)	June 1995	2 days	$ 15,012.	Public Works Department - Horticulture (approximately $2,913. is being utilized from Commercial Improvement Programme for initial installation only)
11. Paint new crosswalks mid-block	June 1995	1 day	$ 300.	Traffic Department
12. Remove traffic signal ped-heads/erect new signs/remove existing crosswalk lines	June 1995	1 day	$ 2,130.	Traffic Department
13. Remove/Replace painted parking spaces and revised lot signing	**June 1995**	**2 days**	**$ 1,640.**	**Traffic Department**
14. Six month trail period	**July 1995**	**6 months**	**$ 425.**	**Traffic Department**

TOTAL EXPENDITURES **$ 53,469.**
MINUS COMMERCIAL IMPROVEMENT PROGRAM **$ 18,000.**
TOTAL CITY EXPENDITURE FOR 1995 **$ 35,469.**

****RECURRENT YEARLY MAINTENANCE COSTS** **$ 15,012.**


KING STREET WEST
MARION AVENUE
PAISLEY AVENUE
BLDG
EXISTING SIDEWALK
Ped Crossover
Ped. Warning
STOP
LEGEND
PARKING REGULATIONS
MISCELLANEOUS
PARKING METER LAYOUT
KING STREET WEST
MARION AVENUE TO
PAISLEY AVENUE
IN THE CITY OF HAMILTON
THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH
SCALE : N.T.S.
DRAWN : LTK
CHECKED :
SURVEY DATE: 1994-04-05
DRAWING No.
DT: 3046P4
FILE No. CABINET

OFFICE OF THE CITY CLERK

MEMORANDUM

****

TO: Kevin Christenson, Secretary
Transport and Environment Committee
City Clerk's Department

YOUR FILE:

FROM: Charlene Touzel, Secretary
Planning and Development Committee
City Clerk's Department

OUR FILE:
PHONE: (905) 546-2729

SUBJECT: Westdale Village Business Improvement Area - Redevelopment of Traffic Islands located on the north and south sides of King Street West between Paisley Avenue and Marion Avenue into Planting Islands

DATE: 1994 December 9

The Planning and Development Committee at its meeting held 1994 December 7 was in receipt of the attached report dated 1994 December 1 from the Director of Public Works and the Director of Traffic Services respecting the above-noted matter.

The Committee agreed to **table** the request to proceed with the Westdale Village Business Improvement Area's request for the development of the traffic islands at a cost of $18,000. pending a report on the total costs for the reconstruction of the traffic islands.

Further to the above, the Committee approved the following:

> That the remaining costs associated with the implementation of the development of the traffic islands in the Westdale Village Business Improvement Area ($35,469.) be referred to the Transport and Environment Committee for review and consideration.

Kindly ensure that appropriate action is taken with respect to this matter and advise the Planning and Development Committee of any action taken in this regard.

attached

C. Touzel

cc Alderman H. Merling, Chairman, Transport and Environment Committee
Alderman D. Drury, Chairman, Planning and Development Committee
D. Lobo, Director of Public Works
M. Main, Director of Traffic Services
J. Pook, Public Works Department
P. Baker, Parking Authority
B. Hill, Treasury Department
H. Milsome, Public Works Department

DATE: 1994 December 1

REPORT TO: Ms. Charlene Touzel, Secretary
Planning and Development Committee

FROM: D. Lobo,
Director of Public Works

M. Main,
Director of Traffic Services

SUBJECT: Westdale Village Business Improvement Area - Redevelopment of Traffic Islands located on the north & south sides of King St. West between Paisley Avenue & Marion Avenue into Planting Islands.

RECOMMENDATION:

1. That staff be authorized to proceed with the Westdale Village B.I.A.'s request for the development of the traffic islands located on the north & south sides of King St. W. between Paisley & Marion Avenues for implementation under the 1994 Commercial Improvement Programme. A cost of $18,000., is to be recovered from account #CF 5698 428705003, recognizing that the other costs associated with the implementation of this project amount to $35,469.

2. That the remaining cost of $35,469. be referred to the Transport & Environment Committee for its approval.

BACKGROUND:

At its meeting held 1994 October 25, City Council passed Item 2 of the Fourteenth Report of the Transport and Environment Committee which states:

"2. That the Westdale Village B.I.A.'s proposal for re-routing pedestrian traffic to the north and south sidewalks on King Street between Marion Avenue and Paisley Avenue by removing and relocating the existing crosswalk lines and negating pedestrian traffic from the parking meter islands by converting them to garden areas, as well as the implementation of the proposed angle parking

as outlined in Appendix "A" attached hereto, be approved and implemented on a six-month trial basis and that the Director of Traffic Services be directed to report back on the implications of this action after the six-month trial period."

A report was subsequently forwarded to the Planning and Development Committee to seek approval to utilize $18,000. of the Westdale Village B.I.A.'s Commercial Improvement Programme funds towards the development of the islands. At its meeting held 1994 November 2, the Planning and Development Committee tabled the recommendation and requested that staff provide more information on all expenditures (including maintenance implications) associated with the island development.

There are several phases involved in the implementation of this project. Due to the time required for the necessary by-law and Ministry of Transportation approvals, as well as the fact that we are about to enter unfavourable weather conditions as a result of the winter season, construction can not commence until the thaw in late April, early May 1995. The total amount of the project amounts to $53,469. Please refer to the attached Schedule of Work (Appendix A) which outlines required tasks, commencement dates and duration, associated expenditures and funding sources.

The annual cost of planting and maintenance ($15,012.) will be the responsibility of the Corporation of the City of Hamilton. The maintenance implications for 1995 will be addressed in the 1995 Streets & Sanitation current budget as an adjustment to the 1995 Beautification/Traffic Island (City) account, Centre 60429.

The cost of altering the islands and traffic control devices will be $18,030.

In the event the six-month trial project proves unsuccessful, the following work will have to be carried out to restore the islands to their original condition and the pedestrian crosswalks to their original locations with an associated cost as follows:

Required Tasks	**Associated Cost**
1. Reconstruction of the islands to accommodate crosswalks, including removal of trees	$ 15,600.
2. Paint new crosswalks	$ 300.
3. Replace traffic signal ped-heads/erect new signs/remove existing crosswalk lines	$ 2,130.
TOTAL CITY EXPENDITURES	**$ 18,030.**
RESULTANT YEARLY MAINTENANCE IMPLICATIONS	**$ 15,012.**

ME:me
Attch.
c.c. Alderman H. Merling, Chairman, Transport & Environment Committee
c.c. J. Pook, Horticulturist
c.c. D. Upsdell, Westdale Village B.I.A.
c.c. P. Baker, Parking Authority
c.c. B. Hill, Treasury Department
c.c. K. Christenson, Secretary, Transport & Environment Committee

WESTDALE VILLAGE B.I.A. TRAFFIC ISLAND DEVELOPMENT
SCHEDULE OF WORK

APPENDIX 'A'

Required Task	Proposed Commencement	Estimated Duration	Associated Expenditure	Funding Source
1. Before studies (video taping)	Nov/Dec 1994	1 month	$ 150.	Traffic Department
2. Approval by-laws to prohibit crossing	Nov/Dec 1994	1 month	$ 50.	Traffic Department
3. Receiving Ministry of Transportation approval for signal at Marion	Nov/Dec 1994	1 month	$ 75.	Traffic Department
4. Installation of new wheelchair ramps mid-block (8) & removal of existing wheelchair ramps	May 1995	2-4 weeks	$ 15,600.	Public Works Department
5. Removal of interlocking brick	May 1995	2-4 weeks	$ 2,000.	Commercial Improvement Programme
6. Excavation to subgrade (18")	May 1995	2-4 weeks	$ 3,000.	Commercial Improvement Programme
7. Relocation of parking meters	June 1995	1 week	$ 3,000.	Parking Authority
8. Installation of irrigation system	June 1995	3-4 days	$ 4,800.	Commercial Improvement Programme
9. Installation of soil/drainage material	June 1995	1 day	$ 5,287.	Commercial Improvement Programme
10. Installation of plant material (includes maintenance for remainder of 1995)	June 1995	2 days	$ 15,012.	Public Works Department - Horticulture ($2,887. is being utilized from Commercial Improvement Programme for initial installation only)
11. Paint new crosswalks mid-block	June 1995	1 day	$ 300.	Traffic Department
12. Remove traffic signal ped-heads/erect new signs/remove existing crosswalk lines	June 1995	1 day	$ 2,130.	Traffic Department
13. Remove/Replace painted parking spaces and revised lot signing	June 1995	2 days	$ 1,640.	Traffic Department
14. Monitoring during the six month trail period	July 1995	6 months	$ 425.	Traffic Department

TOTAL EXPENDITURES	$ 53,469.
MINUS COMMITMENT FROM B.I.A.	$ 18,000.
TOTAL CITY EXPENDITURE FOR 1995	$ 35,469.
**RECURRENT YEARLY MAINTENANCE COSTS	$ 15,012.

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 18

REPORT TO: Kevin Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Director of Public Works

P. Noé Johnson
City Solicitor

SUBJECT: Snow Removal in Assumed Alleyways

RECOMMENDATION:

1. That the Director of Public Works be instructed to remove the snow windrows from the entrances of assumed alleys to facilitate their use during winter months, recognizing that this new service is estimated to cost $62,550., and in 1995, based upon the winter conditions experienced to date, no funding increase will be required and should this service increase result in a pending overdraft in any future years, this matter will be returned to the Transport & Environment Committee for funding consideration, and;

2. That the Director of Public Works continue with the current practice of compacting snow in assumed alleys by the use of heavy trucks driving down the alley, not plowing, and with the addition of salt/sand mixture during ice conditions, recognizing that this work will take place in a schedule that follows winter snow removal priorities of mountain accesses, regional roads, arterial roads, bus routes, bus stops, residential roads, crosswalks, schools, etc.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

From a financial perspective, it is estimated that the removal of snow windrows from the entrance of all assumed alleyways will cost $62,550. per year. This estimate is based upon a five year average snow fall of 152 cm.

It has been recommended to continue with the existing practice of compacting snow in assumed alleys, which will not require any additional funding, and not to commence a higher level of service as in plowing. This recommendation is based upon the perspective that assumed alleyways can be maintained as passable with the current practice and that plowing would necessitate off site removal of the snow with extreme financial implications.

The cost for snow removal in assumed alleyways, based upon a five year average of 152 cm of snow has been categorized as follows:

Downtown Core, including Downtown Promenade B.I.A. and International B.I.A.	$105,000
All other B.I.A.'s	179,360
All other major commercial areas	417,240
Residential Areas	1,881,760
TOTAL	$2,583,360

From a legal perspective it is the opinion of the Law Department that the City has a duty to remove snow windrows from the entrances to assumed alleyways whenever they are of sufficient size to make the entrance to the alleyway impassable to vehicular traffic.

The City also has a duty to ensure that ice and snow conditions at the entrances to assumed alleyways are not such as to create "an unreasonable risk of harm to the users".

There are no staffing implications.

BACKGROUND:

At its meeting held on July 18, 1994, the Transport & Environment Committee resolved:

> "That the Acting Director, Public Works and the City Solicitor, be requested to prepare a report for a subsequent meeting of the Transport and Environment Committee with regard to any liability that the City may have with regard to snow blockages of ingress or egress to alleyway access routes; and, also what the cost would be for the ploughing of these access routes not only for the Westdale Village B.I.A., but in alleyways throughout the City of Hamilton."

The City of Hamilton has not previously provided the snow removal services of removing windrows from the entrances to assumed alleyways or the plowing of alleyways. It may be that the extreme snow accumulations experienced in 1994 has stimulated the concerns and requests to provide these services.

Snow accumulations since 1980/81 Winter Season are as follows:

YEAR	ACCUMULATION
1980/81	88.5 cm
1981/82	209.9 cm
1982/83	98.4 cm
1983/84	243.0 cm
1984/85	189.2 cm
1985/86	177.2 cm
1986/87	172.6 cm
1987/88	129.2 cm
1988/89	125.8 cm
1989/90	184.0 cm
1990/91	114.0 cm
1991/92	124.0 cm
1992/93	232.0 cm
1993/94	257.0 cm

It has been recommended that the City clear the windrows from the entrances to assumed alleys as this service will improve the access and egress from the alleys and improve safety, at a reasonable cost.

The plowing of snow in assumed alleys is not recommended as this higher level of service will have significant costs to the citizens of Hamilton. The current practice of snow compaction following the completion of other priorities can keep alleyways passable.

CFE/jd

c.c. Mr. J. G. Pavelka, P.Eng., Chief Administrative Officer
Mr. A. Ross, Treasurer

3(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 16

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo, Director
Public Works Department

SUBJECT: Public Works Department - Streets Division/Local Road Division 1995-2004 Provisional Capital Budget

RECOMMENDATION:

a) That the attached capital projects from the Public Works Department - Streets Division be considered for inclusion in the ten year 1995-2004 Provisional Capital Budget, and

b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council and

c) That approval be given to the Commissioner of Transportation/Environmental Services to proceed with the tendering process for the 1995 Roadway and Sidewalk Reconstruction Program (Project No. 85.0) up to a gross amount of $4,000,000 (net City cost of $3,000,000 after Ministry of Transportation Subsidy).

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

Corporate Overview:

The proposed 1995-2004 Capital Budget currently represents a $131,707,000. increase in the net cost over the 1994-2003 Capital Budget noted as follows exclusive of the infrastructure program which is identified separately:

COMPARISON OF 10 YEAR CAPITAL BUDGET BY YEAR

	Approved 1994-2003 Capital Budget ($000's)	Proposed 1995-2004 Capital Budget ($000's)	Over/(Under) ($000's)
1994	20,931	0	(20,931)
1995	18,186	21,427	3,241
1996	18,425	23,433	5,008
1997	22,895	31,267	8,372
1998	22,472	26,785	4,313
1999	23,694	30,407	6,713
2000	18,232	46,466	28,234
2001	18,612	33,282	14,670
2002	20,860	30,378	9,518
2003	18,716	29,173	10,457
2004	0	62,112	62,112
SUB-TOTAL	203,023	334,730	131,707
Subsidies & Receipts	76,828	174,532	97,704
Infrastructure 1994-1996:			
Federal/Provincial Share	14,124	0	(14,124)
H.S.P.C.A. Share	1,358	0	(1,358)
City Share	5,704	0	(5,704)
	21,186	0	(21,186)
TOTAL	301,037	509,262	208,225

It should be noted that there is a $3,241,000. increase being proposed for 1995 at this time. If these projects are financed by debentures there will be an increase in debenture cost of $510,600. in the following year and additional operating cost resulting from these capital projects in the 1995 operating budget.

Departmental Overview - Local Road

The attached Capital Budget Submission Forms have been prepared based on the guidelines developed and approved by City Council over the last three years including the current year.

The proposed 1995-2004 Capital Budget currently represents a $3,387,000 increase in net cost over the 1994-2003 Capital Budget noted as follows:

NET CAPITAL BUDGET BY YEAR - LOCAL ROAD

	Approved 1994-2003 Capital Budget ($000's)	**Proposed 1995-2004 Capital Budget ($000's)**	**Over/(Under) ($000's)**
1994	5,833	0	(5,833)
1995	5,906	7,406	1,500
1996	6,086	6,086	0
1997	6,269	6,269	0
1998	6,457	6,457	0
1999	6,648	6,648	0
2000	6,847	6,847	0
2001	7,053	7,053	0
2002	7,267	7,267	0
2003	7,485	7,485	0
2004	0	7,720	7,720
SUB-TOTALS	65,851	69,238	3,387
Subsidies & Receipts	21,924	23,082	1,158
TOTALS	87,775	92,320	4,545

Departmental Overview - Streets & Sanitation

The attached Capital Budget Submission Forms have been prepared based on the guidelines developed and approved by City Council over the last three years including the current year.

The proposed 1995-2004 Capital Budget currently represents a $1,056,000 increase in net cost over the 1994-2003 Capital Budget noted as follows:

NET CAPITAL BUDGET BY YEAR - STREETS & SANITATION

	Approved 1994-2003 Capital Budget ($000's)	**Proposed 1995-2004 Capital Budget ($000's)**	**Over/(Under) ($000's)**
1994	590	0	(590)
1995	479	482	3
1996	604	554	(50)
1997	148	50	(98)
1998	585	620	35
1999	116	50	(66)
2000	193	290	97
2001	270	200	(70)
2002	494	527	33
2003	50	150	100
2004	0	1,564	1,564
SUB-TOTALS	3,431	4,487	1,056
Subsidies & Receipts	0	0	0
TOTALS	3,431	4,487	1,056

The proposed 1995 Road and Sidewalk Capital Improvement Programme is shown attached as Schedule A.

NRA/RG/RPM/ps
attachments

c.c. N. Adhya, Treasury Department
c.c. S. Reeder, Secretary, Finance & Administration Committee

Schedule 'A'

CITY OF HAMILTON
1995 ROAD AND SIDEWALK IMPROVEMENT PROGRAMME

A. **Roads and Abutting Sidewalks**

Charles Street	Bold	Hurst	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional sewer and watermain works	68,600
East 15th Street	Brucedale	Queensdale	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional watermain works	167,200
	Fennell	Howe	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional watermain works	235,600
East 16th Street	Fennell	Howe	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional watermain works	290,300
East 36th Street	Fennell	Mohawk	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional watermain works	752,000
	Queensdale	Brucedale	road reconstruction-sidewalk reconstruction-both sides	214,300
	Queensdale	Munn	road reconstruction & narrowing-sidewalk reconstruction-both sides	94,500
	Munn	Crockett	regrade and surface treat road-sidewalk reconstruction and repair-both sides	210,700

STREET	FROM	TO		COMMENTS	ESTIMATE
East 44th Street		Queensdale	Fennell	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional watermain works	$471,800
Fay Avenue		Organ	Broker	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional sewer and watermain works	120,300
King Street (South leg)		John	Hughson	road reconstruction-paving stones-sidewalk repair-south side in conjunction with Regional sewer and watermain works	264,700
King William Street		Catharine	Mary	road resurface-sidewalk repairs-both sides in conjunction with Regional watermain works	786,300
		Mary	Victoria	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional sewer and watermain works	
MacNab Street South		Bold	Hurst	road reconstruction-sidewalk reconstruction-both sides	78,400
Munn Street		East 36th	Upper Sherman	road reconstruction and narrowing-sidewalk reconstruction-both sides	525,700
Queensdale Avenue		Upper Gage	East 36th	road reconstruction - sidewalk repair & reconstruction - both sides in conjunction with Regional sewer works.	337,800
Roxborough Avenue		Strathearne	Tolton	road resurface-sidewalk repairs-both sides in conjunction with Regional sewer works	221,500

STREET	FROM	TO	COMMENTS	ESTIMATE
Tolton Avenue	Barton	Melvin	road overlay-sidewalk repairs-both sides	$123,200
	Melvin	Britannia	road reconstruction-sidewalk reconstruction-both sides	131,700
	Britannia	Roxborough	road reconstruction only-no sidewalk work	110,600
	Roxborough	Dunsmure	road resurface-sidewalk repairs-both sides	64,600
			TOTAL SECTION "A"	$5,269,800

B. Sidewalks on Regional Roads

STREET	FROM	TO	COMMENTS	ESTIMATE
Barton Street	Strathearne	Parkdale	both sides-reconstruction and repair	$173,300
Burlington Street East	Sherman	Wilcox	both sides-repair	30,700
Gage Avenue North	Burlington	Beach	both sides-reconstruction and repair	111,400
King Street East	James	Mary	both sides-paving stone repair	27,300
Ottawa Street North	Main	Beach	both sides-repair	23,800
Parkdale Avenue South	Main	Queenston	both sides-reconstruction and repair	49,500
	King	Queenston	west side - reconstruction	96,200
Parkdale Avenue North	Main	Barton	both sides-reconstruction and repair	301,200
Upper Wellington St	Mohawk	Jay	both sides-reconstruction and repair	121,800
			TOTAL SECTION "B"	$935,200

C. **Sidewalks Only**

STREET	FROM	TO	COMMENTS	ESTIMATE
Caprice Court	Montcalm	West end	reconstruction and repair-both sides	$ 29,900
East 23rd Street	Maclennan	Franklin	reconstruction and repair-both sides	141,900
East 41st Street	Sunninghill	Brucedale	reconstruction and repair-both sides	216,900
Merle Court	Rendell	East end	reconstruction and repair-both sides	48,300
			TOTAL SECTION "C"	$437,000

D. **Miscellaneous Projects**

DESCRIPTION	ESTIMATE
Tree planting in conjunction with roadworks	$ 92,000
Catchbasin and Drain Connections -various locations in conjunction with Regional Local Improvement sewer Projects	50,000
Streetlighting-various locations-modifications and upgrades generally in conjunction with road works	441,000
TOTAL SECTION "D"	$583,000
GRAND TOTAL	**$7,225,000**

E. **Enhanced Funding Projects**

STREET	FROM	TO	COMMENTS	ESTIMATE
Bendamere Avenue	Garth	Columbia	road resurface-sidewalk repairs-both sides in conjunction with Regional watermain works	$416,100
Carwyn Crescent	Purvis	Yates	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional watermain works	200,800

Columbia Drive	Bendamere	North End	road resurface-sidewalk reconstruction and repairs-both sides in conjunction with Regional watermain works	284,200
Leslie Avenue	Upper Paradise	West 23rd	road resurface-sidewalk repairs-both sides in conjunction with Regional watermain works	301,200
Lower Horning Road	Purvis	Carwyn	road reconstruction-sidewalk reconstruction & repair-both sides in conjunction with Regional watermain works	227,600
McElroy Road	Upper James	Dodson	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional watermain works	503,500
Yates Drive	Purvis	South End	road reconstruction - sidewalk reconstruction - both sides	167,800
			TOTAL SECTION E	$2,000,000

F. Supplementary List

Streets may be done in the order listed if residual funds are available.

STREETS	FROM	TO	COMMENTS	ESTIMATE
East 14th Street	Fennell	Brucedale	road reconstruction-sidewalk reconstruction-both sides	$143,700
	Brucedale	Queensdale	road resurface-sidewaalk reconstruction-both sides	171,700
Endfield Avenue	Brentwood	Kingslea	road reconstruction-sidewalk reconstruction and repair-both sides in conjunction with Regional sewer works	210,300
Hurst Place	MacNab	Park	road reconstruction-sidewalk reconstruction and repair-south side	119,400
Balmoral Avenue South	King	Justine road	reconstruction-sidewalk repairs-both sides in conjunction with Regional watermain works	393,000
East 18th Street	Concession	Fennell	road reconstruction-sidewalk reconstruction-both sides in conjunction with Regional sewer works	856,800
Organ Crescent	Fennell	Upper Kenilworth	road reconstruction-sidewalk reconstruction and repair-both sides in conjunction with Regional watermain works	451,200
			TOTAL SECTION "F"	$2,346,100

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1995-2004 PROVISIONAL CAPITAL BUDGET PROGRAM

January 3, 1995

TABLE 1
PUBLIC WORKS DEPARTMENT - STREETS & SANITATION

PROJ NO.	DEPT.	CAT-EGORY	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	NATURE OF FUNDING	ANNUAL OPERATING COST
82.0	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	1995	1995	650	163	487										CL	
83.1	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	1996	1996	670	168		502									CL	
83.2	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	1997	1997	690	173			517								CL	
83.3	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	1998	1998	710	178				532							CL	
83.4	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	1999	1999	730	183					547						CL	
84.1	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	2000	2000	750	188						562					CL/RCP	
84.2	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	2001	2001	775	194							581				CL	
84.3	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	2002	2002	800	200								600			CL	
84.4	PWD-L	A	CITY'S SHARE OF LOCALS - RESIDENTIAL	2003	2003	820	205									615		CL	
84.5	PWD-L	C	CITY'S SHARE OF LOCALS - RESIDENTIAL	2004	2004	845	210										635		
85.0	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1995	1995	7,225	1,806	5,419										DEB	
85.1	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1995	1995	2,000	500	1,500										DEB	
86.1	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1996	1996	7,445	1,861		5,584									DEB	
86.2	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1997	1997	7,670	1,918			5,752								DEB	
86.3	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1998	1998	7,900	1,975				5,925							DEB/CL	
86.4	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	1999	1999	8,135	2,034					6,101						DEB	
87.1	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2000	2000	8,380	2,095						6,285					DEB	
87.2	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2001	2001	8,630	2,158							6,472				DEB/CL	
87.3	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2002	2002	8,890	2,223								6,667			DEB/CL	
87.4	PWD-L	A	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2003	2003	9,160	2,290									6,870		DEB	
87.5	PWD-L	C	ROADWAYS & SIDEWALKS RECONSTRUCTION PROGRAM - LOCAL ROAD	2004	2004	9,445	2,360										7,085		
			1995 - Sub-Total Public Works - Local Road (Net City Costs - 67,738)			92,320	23,082	7,406	6,086	6,269	6,457	6,648	6,847	7,053	7,267	7,485	7,720		0
			1994 - Sub-Total Public Works - Local Road (Net City Costs - 65,851)			87,775	21,924	5,906	6,086	6,269	6,451	6,457	6,648	6,847	7,053	7,267	N/A		
88.0	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	1995	1995	50		50										RCP	
89.1	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	1996	1996	50			50									CL	
89.2	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	1997	1997	50				50								CL	
89.3	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	1998	1998	50					50							CL	
89.4	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	1999	1999	50						50						CL	
89.5	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2000	2000	50							50					CL	
89.6	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2001	2001	50								50					
89.7	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2002	2002	50									50				
89.8	PWD-S	A	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2003	2003	50										50			
89.9	PWD-S	C	UPGRADING MAINTENANCE DEPOTS - CONSTRUCTION	2004	2004	50											50		
90.0	PWD-S	A	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	1995	1995	360		360											429
91.0	PWD-S	C	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	1996	1996	120			120										145
92.0	PWD-S	A	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	1998	1998	130					130								197
93.0	PWD-S	A	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	2001	2001	150								150					204
94.0	PWD-S	C	REFUSE PACKER - 25 CUBIC YARD, HIGH DENSITY	2004	2004	170											170		215
95.0	PWD-S	A	SANDER WING PLOW UNIT	1996	1996	280			280										0
96.0	PWD-S	A	SANDER WING PLOW UNIT	1998	1998	290					290								0
97.0	PWD-S	A	SANDER WING PLOW UNIT	2000	2000	150							150						163
98.0	PWD-S	A	SANDER WING PLOW UNIT	2004	2004	160											160		175
99.0	PWD-S	C	VACALL (CATCHBASIN CLEANER)	2002	2002	245									245				115

1995-2004 PROVISIONAL CAPITAL BUDGET PROGRAM

January 3, 1995

TABLE 1
PUBLIC WORKS DEPARTMENT - STREETS & SANITATION

PROJ NO.	DEPT.	CAT-EGORY	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	NATURE OF FUNDING	ANNUAL OPERATING COST
100.0	PWD-S	A	SUBDIVISION STREET SWEEPER	1998	1998	150					150							RDC	131
101.0	PWD-S	A	SUBDIVISION STREET SWEEPER	2002	2002	160									160			RDC	141
102.0	PWD-S	A	MOTOR VEHICLE REQUIREMENTS - SIGNALS AND HOISTS	2002	2002	72									72			RDC	0
103.0	PWD-S	C	ENHANCED STREET SCAPING	1995	1996	108		72	36										37
104.0	PWD-S	C	WATER TRUCK - TRAFFIC ISLAND PROGRAM	1996	1996	68			68										18
105.0	PWD-S	C	FORESTRY YARD BUILDING RENOVATIONS - UPPER OTTAWA	2000	2000	90							90						0
106.0	PWD-S	B	RECONSTRUCT QUONSET, EXTRA BAY - BRAMPTON YARD	2003	2004	1284										100	1,184		40
			1995 Sub-Total Public Works - Streets & Sanitation (Net City Costs - 4,487)			4,487		482	554	50	620	50	290	200	527	150	1,564		2,010
			1994 Sub-Total Public Works - Streets & Sanitation (Net City Costs - 3,431)			3,431		479	604	50	585	116	193	270	494	50			
TOTAL FOR STREETS & SANITATION			**1995**			**96,807**	**23,082**	**7,888**	**6,640**	**6,319**	**7,077**	**6,698**	**7,137**	**7,253**	**7,794**	**7,635**	**9,284**		**2,010**
			1994			**91,206**	**21,924**	**6,385**	**6,690**	**6,319**	**7,036**	**6,573**	**6,841**	**7,117**	**7,547**	**7,317**	**0**		**0**
26.0	PWD-A	A	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1995	1995	547		547											0
27.0	PWD-A	A	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	1996	1999	2,366			566	585	600	615							0
28.0	PWD-A	A	OWNERS SHARE OF LOCAL IMPROVEMENTS - RESIDENTIAL	2000	2004	3,374							634	656	675	694	715		0
			Sub-Total			6,287		547	566	585	600	615	634	656	675	694	715		0

Note: Category A = Funded projects in the 1994-2003 Provisional Capital Budget Program as approved by Council on March 29, 1994; Category B = previously reviewed and recognized in the 1994-2003 Provisional Capital Budget Program but outside the Ten-Year Plan; Category C = new projects.

The Corporation of the City of Hamilton

PROJECT NUMBER 82.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1995 City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
City's share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 650,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) MTO Road Subsidy $ 163,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ Nil
   (d) NET CITY'S COST: $ 487,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 487,000	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____	
(b)	GROSS COST (All Inclusive)		$ _____
(c)	LESS RECOVERY/REVENUE		$ _____
(d)	NET CITY'S COST		$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____	
(f)	GROSS COST (All Inclusive)		$ _____
(g)	LESS RECOVERY/REVENUE		$ _____
(h)	NET CITY'S COST		$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	13.3

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	80.1
(b)	AT CITY'S COST OF	$487,000
(c)	SCHEDULED TO START IN THE YEAR	1995

for _____ Nov 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 83.1 - 83.4
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1996 - 1999 City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   City's share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1999

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 2,800,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) MTO Road Subsidy $ 702,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ Nil
   (d) NET CITY'S COST: $ 2,098,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$	- 2000	$
- 1996	$ 502,000	- 2001	$
- 1997	$ 517,000	- 2002	$
- 1998	$ 532,000	- 2003	$
- 1999	$ 547,000	- 2004	$

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	57.1

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	80.2 - 80.4, 82.1
(b)	AT CITY'S COST OF	$2,098,000
(c)	SCHEDULED TO START IN THE YEAR	1996

_____ Nov 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 84.1 - 84.5
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 2000 - 2004 City's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
City's Share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 2000
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 3,990,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) MTO Road Subsidy $ 997,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ Nil
   (d) NET CITY'S COST: $ 2,993,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 562,000
- 1996	$ _____	- 2001	$ 581,000
- 1997	$ _____	- 2002	$ 600,000
- 1998	$ _____	- 2003	$ 615,000
- 1999	$ _____	- 2004	$ 635,000

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	81.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes, (Partial)

(a)	PROJECT NO. (1994-2003 Capital Budget)	82.2 - 82.5
(b)	AT CITY'S COST OF	$2,993,000
(c)	SCHEDULED TO START IN THE YEAR	2000

_____ Nov 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 85.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: 1995 Reconstruction Programme - Phase I
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 7,225,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy MTO Road Subsidy and describe) $ 1,806,000.
   (c) LESS OTHER RECEIPTS (Specify): $ NIL
   (d) NET CITY'S COST: $ 5,419,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 5,419,000.	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ NIL
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ NIL

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	NIL
(b)	IN THE COMMUNITY	115.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 29.9% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these works will be in a hazardous state. Maintenance demand will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ___ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	81.1
(b)	AT CITY'S COST OF	$ 5,419,000.
(c)	SCHEDULED TO START IN THE YEAR	1995

_____ 13th Jan 95

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 85.1
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: 1995 Reconstruction Programme - Phase II
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ NIL

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 2,000,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy MTO Road Subsidy
   and describe) _____ $ 500,000.
   (c) LESS OTHER RECEIPTS (Specify): _____ $ NIL

   (d) NET CITY'S COST: $ 1,500,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 1,500,000.	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____	
(b)	GROSS COST (All Inclusive)		$ _____
(c)	LESS RECOVERY/REVENUE		$ _____
(d)	NET CITY'S COST		$ NIL
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____	
(f)	GROSS COST (All Inclusive)		$ _____
(g)	LESS RECOVERY/REVENUE		$ _____
(h)	NET CITY'S COST		$ NIL

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	NIL
(b)	IN THE COMMUNITY	32.0

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 29.9% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these works will be in a hazardous state. Maintenance demand will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No x Yes ___; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	_____
(b)	AT CITY'S COST OF	$_____
(c)	SCHEDULED TO START IN THE YEAR	_____

_____ 13th Jan 95

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 86.1 - 86.9
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1996-1999 Reconstruction Programme
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1999

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 31,150,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) MTO Road Subsidy $ 7,788,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ Nil
   (d) NET CITY'S COST: $ 23,362,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$	- 2000	$
- 1996	$ 5,584,000	- 2001	$
- 1997	$ 5,752,000	- 2002	$
- 1998	$ 5,925,000	- 2003	$
- 1999	$ 6,101,000	- 2004	$

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	635.7

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these works will be in a hazardous state. Maintenance demand will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes X ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	81.2 - 81.4 & 83.1
(b)	AT CITY'S COST OF	$23,362,000
(c)	SCHEDULED TO START IN THE YEAR	1996

Rom _____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*
(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____
(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 87.1 - 87.5
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 2000 - 2004 Reconstruction Programme
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Reconstruction of roads, curbs, sidewalks and alleys at various locations.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 2000
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 44,505,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy MTO Road Subsidy and describe) $ 11,126,000
   (c) LESS OTHER RECEIPTS (Specify): $ Nil
   (d) NET CITY'S COST: $ 33,379,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 6,285,000
- 1996	$ _____	- 2001	$ 6,472,000
- 1997	$ _____	- 2002	$ 6,667,000
- 1998	$ _____	- 2003	$ 6,870,000
- 1999	$ _____	- 2004	$ 7,085,000

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____	
(b)	GROSS COST (All Inclusive)		$ _____
(c)	LESS RECOVERY/REVENUE		$ _____
(d)	NET CITY'S COST		$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____	
(f)	GROSS COST (All Inclusive)		$ _____
(g)	LESS RECOVERY/REVENUE		$ _____
(h)	NET CITY'S COST		$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	908.3

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of deficient roads, curbs, sidewalks and alleys will increase to a point where a substantial number of these works will be in a hazardous state. Maintenance demand will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes, (Partial)

(a)	PROJECT NO. (1994-2003 Capital Budget)	83.2 - 83.5
(b)	AT CITY'S COST OF	$26,294,000
(c)	SCHEDULED TO START IN THE YEAR	2000

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 88.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Construction - Upgrading Maintenance Depots
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Upgrading of Maintenance Depots to do oil and penetration (Surface Treatment). Adjust and spike bumper blocks (Arenas). Adjust catch basin frames. Construct concrete ramps (Recreation Centres). See attached.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: x
   (c) SOFT SERVICE: _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): x
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): _____
   (i) GROWTH RELATED PROJECT: _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST: $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 50,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 50,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 50,000.	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____	
(b)	GROSS COST (All Inclusive)		$ NIL
(c)	LESS RECOVERY/REVENUE		$ _____
(d)	NET CITY'S COST		$ NIL
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____	
(f)	GROSS COST (All Inclusive)		$ NIL
(g)	LESS RECOVERY/REVENUE		$ _____
(h)	NET CITY'S COST		$ NIL

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	1FTE
(b)	IN THE COMMUNITY	NIL

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Public Works. All construction will be accomplished in-house.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Existing infrastructure will not be maintained which may cause pot holes and road failure. Water ponding will occur due to catch basins not working. Costly liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ___ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	88.1
(b)	AT CITY'S COST OF	$50,000.
(c)	SCHEDULED TO START IN THE YEAR	1995

_____ Nov 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 89.1 - 89.9
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Construction - Upgrading Maintenance Depots
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Upgrading of Maintenance Depots to do oil and penetration (Surface Treatment). Adjust and spike bumper blocks (Arenas). Adjust catch basin frames. Construct concrete ramps (Recreation Centres). See attached.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — x
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — x
   (b) HEALTH/SAFETY/ENVIRONMENT — _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — _____
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 450,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 450,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 50,000.
- 1996	$ 50,000.	- 2001	$ 50,000.
- 1997	$ 50,000.	- 2002	$ 50,000.
- 1998	$ 50,000.	- 2003	$ 50,000.
- 1999	$ 50,000.	- 2004	$ 50,000.

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ NIL
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ NIL
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ NIL
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ NIL

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	9FTE's
(b)	IN THE COMMUNITY	NIL

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Public Works. All construction will be accomplished in-house.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Existing infrastructure will not be maintained which may cause pot holes and road failure. Water ponding will occur due to catch basins not working. Costly liability to the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No ___ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	88.2 to 88.9 inclusive
(b)	AT CITY'S COST OF	$50,000/yr
(c)	SCHEDULED TO START IN THE YEAR	1996

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 90.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Refuse Packer - 25 Cubic Yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide garbage collection for leaf and yard waste (three units).

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT x
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 360,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy _____
   and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____

   (d) NET CITY'S COST: $ 360,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 360,000.	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 1995	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1996	
(f)	GROSS COST (All Inclusive)		$ 429,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 429,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	6.0FTE
(b)	IN THE COMMUNITY	7.2

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	89.0
(b)	AT CITY'S COST OF	$140,000.
(c)	SCHEDULED TO START IN THE YEAR	1995

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. FUNDING (Treasury Department To Complete):

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 91.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Refuse Packer - 25 Cubic Yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide garbage collection for leaf and yard waste (one unit).

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT x
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1996

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 120,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy _____
   and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____

   (d) NET CITY'S COST: $ 120,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ 120,000.	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 1996	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1997	
(f)	GROSS COST (All Inclusive)		$ 145,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 145,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	2.0FTE
(b)	IN THE COMMUNITY	2.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No x Yes ___; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	_____
(b)	AT CITY'S COST OF	$_____
(c)	SCHEDULED TO START IN THE YEAR	_____

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 92.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Refuse Packer - 25 Cubic Yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly garbage collection to new sub-divisions in the City of Hamilton. About 1,500 new houses will be added to the housing stock by 1998 (one unit).

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1998

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 130,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy _____
   and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____

   (d) NET CITY'S COST: $ 130,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ 130,000.	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 1998	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1999	
(f)	GROSS COST (All Inclusive)		$ 197,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 197,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	2
(b)	IN THE COMMUNITY	2.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	94.0
(b)	AT CITY'S COST OF	$200,000.
(c)	SCHEDULED TO START IN THE YEAR	May 1998

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 93.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Refuse Packer - 25 Cubic Yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly garbage collection to new sub-divisions in the City of Hamilton. About 1,500 new houses will be added to the housing stock by 2001. (one unit)

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT x
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2001
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2001

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 150,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy _____
   and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____

   (d) NET CITY'S COST: $ 150,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ 150,000.
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	July 2001	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2002	
(f)	GROSS COST (All Inclusive)		$ 204,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 204,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	2
(b)	IN THE COMMUNITY	2.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	101.0
(b)	AT CITY'S COST OF	$220,000.
(c)	SCHEDULED TO START IN THE YEAR	May 2002

_____ Nov. 30th 94.

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*
(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____
(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 990
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Refuse Packer - 25 Cublic Yard, High Density
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly garbage collection to new sub-divisions in the City of Hamilton. About 1,500 new houses will be added to the housing stock by 2004. (one unit)

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT x
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2004
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 170,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 170,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ 170,000.

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 2004	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2005	
(f)	GROSS COST (All Inclusive)		$ 215,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 215,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	2
(b)	IN THE COMMUNITY	2.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Will not be able to accommodate the added volume anticipated.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No x Yes ___; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	_____
(b)	AT CITY'S COST OF	$_____
(c)	SCHEDULED TO START IN THE YEAR	_____

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 95.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To supply existing service by ensuring that all sanding and plowing is completed within 12 hours of the end of a storm. In 1996, two units will be required to provide this service for the east-west freeway. In the summer, the two units will revert to dump trucks for service.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — _____
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — _____
   (b) HEALTH/SAFETY/ENVIRONMENT — _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — _____
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT (Residential 100%, Green Fields 100%) — x

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1996

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 280,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 280,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ 280,000.	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	May 1996
(b)	GROSS COST (All Inclusive)	$ 0
(c)	LESS RECOVERY/REVENUE	$
(d)	NET CITY'S COST	$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1997
(f)	GROSS COST (All Inclusive)	$ 302,000.
(g)	LESS RECOVERY/REVENUE	$ 302,000.*
(h)	NET CITY'S COST	$ 0

***50% of the operating costs to be paid by Region for maintenance on east-west freeway commencing in 1997 and 50% paid through MTO subsidies.**

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	2.0
(b)	IN THE COMMUNITY	5.6

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will order equipment.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Regular service now provided in 12 hours will be delayed to 18 hours increasing the time taken to clear snow from the streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	91.0
(b)	AT CITY'S COST OF	$144,000.
(c)	SCHEDULED TO START IN THE YEAR	1996

_____ 13th Jan 95

Signature of Department Head/ Local Board Manager *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 96.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 1998, two units will be required to provide additional service for the east-west/north-south freeway.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: _____
   (c) SOFT SERVICE: _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): _____
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): _____
   (i) GROWTH RELATED PROJECT: x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST: $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1998

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 290,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 290,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ 290,000.	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 1998	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1999	
(f)	GROSS COST (All Inclusive)		$ 314,000.
(g)	LESS RECOVERY/REVENUE		$ 314,000.*
(h)	NET CITY'S COST		$ 0

***50% of the operating costs to be paid by Region for maintenance on east-west freeway commencing in 1997 and 50% paid through MTO subsidies.**

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	2.0
(b)	IN THE COMMUNITY	4.8

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will order equipment.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Regular service now provided in twelve hours will be delayed to eighteen hours increasing the time taken to clear snow from the streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	87.0	96.0
(b)	AT CITY'S COST OF	$139,000.	135,000.
(c)	SCHEDULED TO START IN THE YEAR	1995	1998

_____ 13th Jan 95

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 97.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 2000, this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in sub-divisions. In the summer, this unit will revert to a dump truck for service.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — _____
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — _____
   (b) HEALTH/SAFETY/ENVIRONMENT — _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — _____
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2000
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2000

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 150,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 150,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 150,000.
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 2000	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2001	
(f)	GROSS COST (All Inclusive)		$ 163,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 163,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	1.0
(b)	IN THE COMMUNITY	2.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will order equipment.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Regular service now provided in twelve hours will be delayed to eighteen hours increasing the time taken to clear snow from the streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	99.0
(b)	AT CITY'S COST OF	$143,000.
(c)	SCHEDULED TO START IN THE YEAR	2000

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 98.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Sander Wing Plow Unit
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
To supply existing service by ensuring that all sanding and plowing is completed within twelve hours of the end of a storm. In 2004, this unit will be placed in the additional 37 kilometers of roadway incorporated by new expansion in sub-divisions. In the summer, this unit will revert to a dump truck for service.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: _____
   (c) SOFT SERVICE: _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): _____
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): _____
   (i) GROWTH RELATED PROJECT: x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST: $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2004
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 160,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 160,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ 160,000.

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 2004	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2005	
(f)	GROSS COST (All Inclusive)		$ 175,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 175,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	1.0
(b)	IN THE COMMUNITY	2.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will order equipment.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Regular service now provided in twelve hours will be delayed to eighteen hours increasing the time taken to clear snow from the streets. Therefore, it will cost more money for materials due to these delays. This will result in claims against the Corporation.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	143.0
(b)	AT CITY'S COST OF	$152,000.
(c)	SCHEDULED TO START IN THE YEAR	2002

_____ Nov 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*
(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____
(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 99.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Vacall (Catch Basin Cleaner)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide regular catch basins cleaning in new sub-divisions to accommodate the extra 67 kilometers of roadways which will be added to the system by the year 2002.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 2002
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2002

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 245,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy _____
   and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____

   (d) NET CITY'S COST: $ 245,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ 245,000.
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 2002	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2003	
(f)	GROSS COST (All Inclusive)		$ 115,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 115,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0.67
(b)	IN THE COMMUNITY	4.0

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
The City will not be able to provide the current level of service for the additional storm sewer system constructed for new sub-divisions and increase the polutant loadings to the receiving waters.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No x Yes ___; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	
(b)	AT CITY'S COST OF	$
(c)	SCHEDULED TO START IN THE YEAR	

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ No ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

The Corporation of the City of Hamilton

PROJECT NUMBER 100.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Sub-Division Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly Mechanical Street Sweeping in new sub-divisions to accommodate the extra 67 kms of roadway which will be added to the System by 1998.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — _____
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — _____
   (b) HEALTH/SAFETY/ENVIRONMENT — _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — _____
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 1998
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1998

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 150,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 150,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ 150,000.	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 1998	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1999	
(f)	GROSS COST (All Inclusive)		$ 131,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 131,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0.75
(b)	IN THE COMMUNITY	3.0

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new sub-divisions and still maintain the present level of service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	86.0
(b)	AT CITY'S COST OF	$180,000.
(c)	SCHEDULED TO START IN THE YEAR	1996

_____ Nov. 3th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 101.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Sub-Division Street Sweeper
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   To provide for weekly Mechanical Street Sweeping in new sub-divisions to accommodate the extra 67 kms of roadway which will be added to the System by 2002.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — _____
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — _____
   (b) HEALTH/SAFETY/ENVIRONMENT — _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — _____
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2002
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2002

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 160,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 160,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ 160,000.
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 2002	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2003	
(f)	GROSS COST (All Inclusive)		$ 141,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 141,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0.75
(b)	IN THE COMMUNITY	3.0

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services will purchase.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
The City will not be able to provide mechanical street sweeping for the extra kilometres of roadway in new sub-divisions and still maintain the present level of service.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	100.0
(b)	AT CITY'S COST OF	$220,000.
(c)	SCHEDULED TO START IN THE YEAR	2001

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ No ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 102.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Motor Vehicle Requirements - Signals and Hoists
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Supply and install flashing arrow boards and hoists on various vehicles. The flashing arrows are an M.T.O. mandate and a safety factor. The hoists are also needed for safety reasons relative to loading items in excess of 70 lbs.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE x
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT x
   (Residential 100%, Green Fields 100%)

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2002
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2002

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 72,000.
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy _____
   and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____

   (d) NET CITY'S COST: $ 72,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ 72,000.
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	May 2002	
(b)	GROSS COST (All Inclusive)		$
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ NIL
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	December 2002	
(f)	GROSS COST (All Inclusive)		$ NIL
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ NIL

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	NIL
(b)	IN THE COMMUNITY	1.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Purchase of equipment - Fleet Services.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
The flashing equipment is mandatory by the M.T.O. and reflects the safety aspects of Bill 70. The hoists are necessary for Health & Safety Regulations.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	42.0	98.0	102.0
(b)	AT CITY'S COST OF	$60,000.	66,000.	72,000.
(c)	SCHEDULED TO START IN THE YEAR	1996	1999	2002

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*
(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____
(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 1-3.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets/Horticulture Divisions
2. PROJECT NAME: Enhanced Streetscaping
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Purchase of three 4,500 kg crew cab stake dump trucks to maintain the traffic islands developed in 1994 and being developed in 1995 and 1996. Two trucks would be purchased in 1995 and an additional truck in 1996.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — _____
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — x
   (b) HEALTH/SAFETY/ENVIRONMENT — _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — x
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1996

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 108,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 108,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 72,000.	- 2000	$ _____
- 1996	$ 36,000.	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 1995	
(b)	GROSS COST (All Inclusive)		$ 24,300.
(c)	LESS RECOVERY/REVENUE		$ 12,150.
(d)	NET CITY'S COST		$ 12,150.
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1996	
(f)	GROSS COST (All Inclusive)		$ 37,000.
(g)	LESS RECOVERY/REVENUE		$ 18,500.
(h)	NET CITY'S COST		$ 18,500.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0
(b)	IN THE COMMUNITY	0

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimates from Central Garage.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Additional traffic islands developed will not be able to be maintained.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No x Yes ___; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	_____
(b)	AT CITY'S COST OF	$_____
(c)	SCHEDULED TO START IN THE YEAR	_____

_____ Nov 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ No ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 104.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets/Horticulture Divisions
2. PROJECT NAME: Water Truck - Traffic Island Program
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Purchase of a five tonne truck and water tank. This truck is needed as more traffic islands are developed and planter and hanging basket locations are added. The existing truck is already on two shifts and over capacity. Rental-Equipment Internal cost is already built into the cost to maintain the islands as they are developed and do not need to be added to this project. *Please note change from last year. Changing from a water truck to a five tonne with a tank will allow this truck to be used in Forestry during the winter months for tree planting and tree trimming.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — _____
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — x
   (b) HEALTH/SAFETY/ENVIRONMENT — _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — x
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1996

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 68,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 68,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ 68,000.	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

***Included in adjustment in Enhanced Streetscaping Accounts as traffic islands are developed and additional trees planted.**

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 1996	
(b)	GROSS COST (All Inclusive)		$ 18,000.
(c)	LESS RECOVERY/REVENUE		$ 9,000.
(d)	NET CITY'S COST		$ 9,000.
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 1997	
(f)	GROSS COST (All Inclusive)		$ 18,000.
(g)	LESS RECOVERY/REVENUE		$ 9,000.
(h)	NET CITY'S COST		$ 9,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0
(b)	IN THE COMMUNITY	0

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Quote from Central Garage.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
If a new water truck is not purchased, development of locations, planters, and hanging baskets cannot take place as we will not be able to water them.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	156.0
(b)	AT CITY'S COST OF	$98,000.
(c)	SCHEDULED TO START IN THE YEAR	1997

_____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 105.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Parks Division
2. PROJECT NAME: Forestry Renovations - Upper Ottawa Yard
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   New windows in office and lunch room. Original windows deteriorated, broken, rotting wood - not energy efficient.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — _____
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — _____
   (b) HEALTH/SAFETY/ENVIRONMENT — x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — _____
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2000
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2000

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 90,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 90,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 90,000.
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	November 2000	
(b)	GROSS COST (All Inclusive)		$ NIL
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ NIL
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2001	
(f)	GROSS COST (All Inclusive)		$ NIL
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ NIL

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0
(b)	IN THE COMMUNITY	0

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No ___ Yes x _____
If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Cost reduction in heat loss from old windows along with continued deterioration of same.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No x Yes ___; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	_____	This item was included in
(b)	AT CITY'S COST OF	$_____	the 1993-2002 Capital
(c)	SCHEDULED TO START IN THE YEAR	_____	Budget but deleted by error from the 1994-2003 submissions.

_____ 13th Jan 95.
Signature of Department Head/ Local Board Manager *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:
(i) ANNUAL DEBENTURE FINANCING COST: $ _____
(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 106.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Streets Division
2. PROJECT NAME: Construct Service Garage - Brampton Yard
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Present Quonset structure is not equipped to service the requirements for today's equipment. There is no grease pit, washing area or bathroom facilities. Due to the height of the building, it is impossible to get the required equipment in for efficient service. The drainage and electrical service are not up to standard.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — x
   (b) HARD SERVICE — x
   (c) SOFT SERVICE — _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) — _____
   (b) HEALTH/SAFETY/ENVIRONMENT — x
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT — _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) — _____
   (e) ECONOMIC DEVELOPMENT — _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — _____
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — _____
   (i) GROWTH RELATED PROJECT — _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 2003
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 1,284,000.
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____

   (d) NET CITY'S COST: $ 1,284,000.

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ 100,000.
- 1999	$ _____	- 2004	$ 1,184,000.

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	January 2004	
(b)	GROSS COST (All Inclusive)		$ 10,000.
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 10,000.
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	January 2005	
(f)	GROSS COST (All Inclusive)		$ 40,000.
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 40,000.

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	NIL
(b)	IN THE COMMUNITY	21.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No ___ Yes x 94.11.18

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions _____

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Due to the expansion in sub-divisions, additional equipment has been purchased. The equipment has to be serviced efficiently to be mobile for production. The existing facility does not have the capability of providing this type of service. The Shop is unsafe and costly to operate.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes x ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	95.0 (outside 10-year plan)
(b)	AT CITY'S COST OF	$1,050,000.
(c)	SCHEDULED TO START IN THE YEAR	1998

Signature of Department Head/ Local Board Manager

Nov. 30th 94

Date

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

ARCHITECTURAL DIVISION
PROPERTY DEPARTMENT
CITY OF HAMILTON

CLASS 'D' ESTIMATE
NEW 3 BAY GARAGE
BRAMPTON YARD

FILE: AD–
DATE: 94–11–15
PAGE: 1

ITEM NO.	PROJECT ITEM	ITEM TOTALS	TOTALS	CONTINGENCY	REMARKS
1.	SITE				
	Site Evaluation and Inspection				
	Travel Costs – Consultant				
	Appraisal Fees				
	Soils Investigation Report	$2,000.00			
	Purchase Price				
	Legal Land Survey				
	Realty Agents Fee				
	Expropriation Fees				
	Tax Adjustment				
	Topographical Survey	$1,000.00			
	Excavation & Engineered Backfill				
	SITE SUB–TOTAL	$3,000.00	$3,000.00		
2.	DESIGN				
	Feasibility Study Fees – Consultant				
	Inspection and Report Charges				
	Management Fees	$45,000.00			At 4.5% of the Project Cost
	Consultant Fees/Prime	$65,000.00			At 10% of Construction Costs
	Consultant Fees/Architectural				
	Consultant Fees/Structural				
	Consultant Fees/Mechanical				
	Consultant Fees/Electrical				
	Speciality Consultant Fees (S.C.F.) – Cost Consultant	$2,000.00			
	S.C.F. – Landscape				
	S.C.F. – Interior Design				
	S.C.F. – Hardware				
	S.C.F. – C.P.M.				
	Other Expenses/Consultants				
	Other	$6,000.00			
	DESIGN SUB–TOTAL	$118,000.00	$118,000.00		

BRAMPTON

ITEM NO.	PROJECT ITEM	ITEM TOTALS	TOTALS	CONTINGENCY	REMARKS
3.	FINE ART Cost of Art Work Cost of Maquette, etc. Artists Fee Other	$6,000.00			1% of Item 5
	FINE ART SUB-TOTAL	$6,000.00	$6,000.00		
4.	TENDERING Advertising Printing Other	$1,000.00 $2,000.00			Approximately 2 advertisements 100 sets at $200.00 per.
	TENDERING SUB-TOTAL	$3,000.00	$3,000.00		
5.	CONSTRUCTION Estimated Price (or Contract Amt.) Site Sign Supervision - Clerk of Works - Consultant - Other Expenses/Consultant Expenses/Other Other - Demolition	$640,000.00 $10,000.00			See Notes Page 4
	CONSTRUCTION SUB-TOTAL	$650,000.00	$650,000.00		
6.	COMMISSIONING Move - In Commissioning facilities Temp. Structure to house Apparatus Other (Temporary Accomodation)	$1,000.00 $1,000.00			
	COMMISSIONING SUB-TOTAL	$2,000.00	$2,000.00		

BRAMPTON

ITEM NO.	PROJECT ITEM	ITEM TOTALS	TOTALS	CONTINGENCY	REMARKS
7.	**FURNITURE & EQUIPMENT**				
	Furniture/Office	$5,000.00			
	Furniture/Other				
	Equipment/Office	$10,000.00			
	Equipment/telephone	$1,000.00			
	Other/Blinds, Plants	$1,000.00			
	FURN. & EQUIP. SUB-TOTAL	$17,000.00	$17,000.00		
8.	**CITY PROJECT COSTS**				
	Building Permit Fee	$6,500.00			
	Printing Expenses				
	Travel Expenses				
	Other Expenses				
	Staff - PM Fees				
	Other	$2,500.00			
	TENDERING SUB-TOTAL	$9,000.00	$9,000.00		
9.	**MISCELLANEOUS**				
	Photographs	$1,000.00			
	Opening Ceremony Expenses				
	Post Construction Improvements	$30,000.00			
	Net G.S.T. @ 3%	$27,000.00			
	MISCELLANEOUS SUB-TOTAL	$58,000.00	$58,000.00		
	TOTAL (ITEMS 1-9)	$866,000.00	$866,000.00		
10.	**GENERAL CONTINGENCY**				
	Class 'D' Estimate at 15%	$130,000.00			
	Class 'C' Estimate				
	Class 'B' Estimate				
	Class 'A' Estimate				
	Budget				
	TOTAL PROJECT COST	$996,000.00	$996,000.00		Jan 1, 1995 Constant Dollars
	TOTAL PROJECT CLASS 'D' EST.	**$996,000.00 For Escalated Dollars see Escalated Project Costs on Page 4**			
	TOTAL PROJECT BUDGET				

SCHEDULE

1. IDENTIFICATION DATE	1992 Sept.
2. FEASIBILITY STUDY (PRELIMINARY)	2000 January
3. START PRELIMINARY DESIGN	2000 February
4. COMPLETE DETAIL DESIGN	2000 July
5. START CONSTRUCTION	2000 September
6. CONSTRUCTION COMPLETE	2001 March
7. MOVE-IN AND OCCUPANCY	2001 May
8. TWO YEAR GUARANTEE - WARRANTY ENDS	2003 March

CASH FLOW REQUIREMENTS

1. Design - 2000	$100,000.00
Construction - 2000	$550,000.00
Construction - 2001	$490,000.00
TOTAL	$1,140,000.00
2. Design - 2001	$100,000.00
Construction - 2001	$500,000.00
Construction - 2002	$600,000.00
TOTAL	$1,200,000.00

NOTES:

1. Estimate Based on 3,000 sq.ft. 3 Bay Garage with truck pit.

ESCALATED PROJECT COST

YEAR	ANNUAL RATE OF ESCALATION	ESCALATED PROJECT COST
1995	0%	$996,000.00
1996	3%	$1,025,880.00
1997	3%	$1,056,656.40
1998	3%	$1,088,356.09
1999	3%	$1,121,006.77
2000	3%	$1,154,636.98
2001	3%	$1,189,276.09
2002	3%	$1,224,954.37
2003	3%	$1,261,703.00
2004	3%	1,299,413.65

PREPARED BY: D. Keba, Project Manager

APPROVED BY: R. Martiniuk, Manager, Architectural Division BRAMPTON

The Corporation of the City of Hamilton

PROJECT NUMBER 218.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works

2. PROJECT NAME: 1995 Owner's Share of Locals (Residential)

3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Owner's share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 730,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) MTO Road Subsidy $ 183,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ Nil
   (d) NET CITY'S COST: $ 547,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 547,000	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____	
(b)	GROSS COST (All Inclusive)		$ _____
(c)	LESS RECOVERY/REVENUE		$ _____
(d)	NET CITY'S COST		$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____	
(f)	GROSS COST (All Inclusive)		$ _____
(g)	LESS RECOVERY/REVENUE		$ _____
(h)	NET CITY'S COST		$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	14.9

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	196.0
(b)	AT CITY'S COST OF	$547,000
(c)	SCHEDULED TO START IN THE YEAR	1995

Nov. 30 '94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 219.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 1996 - 1999 Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's Share of local improvements for first-time consctruction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 1999

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 3,155,000
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy MTO Road Subsidy
   and describe) $ 789,000
   (c) LESS OTHER RECEIPTS (Specify): $ Nil

   (d) NET CITY'S COST: $ 2,366,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$	- 2000	$
- 1996	$ 566,000	- 2001	$
- 1997	$ 585,000	- 2002	$
- 1998	$ 600,000	- 2003	$
- 1999	$ 615,000	- 2004	$

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	64.4

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	Part 196.0 & 197.0
(b)	AT CITY'S COST OF	$2,366,000
(c)	SCHEDULED TO START IN THE YEAR	1996

RDM _____ Nov. 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:

Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i) ANNUAL DEBENTURE FINANCING COST: $ _____

(ii) TOTAL CARRYING COST OF RETIRING DEBT: $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 220.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works
2. PROJECT NAME: 2000 - 2004 Owner's Share of Locals (Residential)
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Owner's share of local improvements for first-time construction of roads, curbs, sidewalks and alleys in established residential areas.

4. DEPARTMENT PRIORITY ORDER: _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE X
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION
   (Image of the City, Quality of Life, Transportation) _____
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR _____
   (g) MAINTAIN EXISTING SERVICE
   (Roads, Buildings, Other basic infrastructure) X
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ Nil

8. (a) PROJECT STARTING DATE (MONTH-YEAR): January 2000
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 4,500,000
   (b) LESS PROVINCIAL SUBSIDIES:
   (Identify nature of Subsidy MTO Road Subsidy
   and describe) _____ $ 1,126,000
   (c) LESS OTHER RECEIPTS (Specify): _____ $ Nil

   (d) NET CITY'S COST: $ 3,374,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 634,000
- 1996	$ _____	- 2001	$ 656,000
- 1997	$ _____	- 2002	$ 675,000
- 1998	$ _____	- 2003	$ 694,000
- 1999	$ _____	- 2004	$ 715,000

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ Nil
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ Nil

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	Nil
(b)	IN THE COMMUNITY	91.8

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions 1.6% inflation rate and 1.4% expansion

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

Backlog of now-deficient works will increase.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X ; if yes, (Partial)

(a)	PROJECT NO. (1994-2003 Capital Budget)	197.0
(b)	AT CITY'S COST OF	$2,659,000
(c)	SCHEDULED TO START IN THE YEAR	2000

_____ Nov 30 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____

(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

3(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 16

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo, Director
Public Works Department

SUBJECT: Public Works Department - Fleet Services
1995-2004 Provisional Capital Budget

RECOMMENDATION:

a) That the attached capital projects from the Public Works Department - Fleet Services be considered for inclusion in the ten year 1995-2004 Provisional Capital Budget, and

b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

Corporate Overview:

The proposed 1995-2004 Capital Budget currently represents a $131,707,000. increase in the net cost over the 1994-2003 Capital Budget noted as follows exclusive of the infrastructure program which is identified separately:

COMPARISON OF 10 YEAR CAPITAL BUDGET BY YEAR

	Approved 1994-2003 Capital Budget ($000's)	Proposed 1995-2004 Capital Budget ($000's)	Over/(Under) ($000's)
1994	20,931	0	(20,931)
1995	18,186	21,427	3,241
1996	18,425	23,433	5,008
1997	22,895	31,267	8,372
1998	22,472	26,785	4,313
1999	23,694	30,407	6,713
2000	18,232	46,466	28,234
2001	18,612	33,282	14,670
2002	20,860	30,378	9,518
2003	18,716	29,173	10,457
2004	0	62,112	62,112
SUB-TOTAL	203,023	334,730	131,707
Subsidies & Receipts	76,828	174,532	97,704
Infrastructure 1994-1996:			
Federal/Provincial Share	14,124	0	(14,124)
H.S.P.C.A. Share	1,358	0	(1,358)
City Share	5,704	0	(5,704)
	21,186	0	(21,186)
TOTAL	301,037	509,262	208,225

It should be noted that there is a $3,241,000. increase being proposed for 1995 at this time. If these projects are financed by debentures there will be an increase in debenture cost of $510,600. in the following year and additional operating cost resulting from these capital projects in the 1995 operating budget.

Departmental Overview - Local Road

The attached Capital Budget Submission Forms have been prepared based on the guidelines developed and approved by City Council over the last three years including the current year.

The proposed 1995-2004 Capital Budget currently represents a $174,000 increase in net cost over the 1994-2003 Capital Budget noted as follows:

NET CAPITAL BUDGET BY YEAR

	Approved 1994-2003 Capital Budget ($000's)	**Proposed 1995-2004 Capital Budget ($000's)**	**Over/(Under) ($000's)**
1994	0	0	0
1995	0	0	0
1996	0	0	0
1997	0	0	0
1998	0	0	0
1999	0	0	0
2000	0	0	0
2001	0	174	174
2002	0	0	0
2003	0	0	0
2004	0	0	0
SUB-TOTALS	0	174	174
Subsidies & Receipts	0	0	0
TOTAL	0	174	174

NRA/RG/rb
attachments

c.c. N. Adhya, Treasury Department
c.c. S. Reeder, Secretary, Finance & Administration Committee

The Corporation of the City of Hamilton

1995-2004 PROVISIONAL CAPITAL BUDGET PROGRAM

November 25, 1994

TABLE 2
PUBLIC WORKS DEPARTMENT - FLEET SERVICES

PROJ NO.	DEPT.	CAT-EGORY	PROJECT DESCRIPTION	PROJECT START	PROJECT FINISH	GROSS COST	RECEIPTS SUBSIDY	NET FINANCING 1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	NATURE OF FUNDING	ANNUAL OPERATING COST
1.0	PWD-F	C	REPLACEMENT OF COMPUTERIZED FUEL CONTROL SYSTEM	2000	2000	174							174						0
			1995 - Sub-Total Public Works - Fleet Services (Net City Costs - 174)			174		0	0	0	0	0	174	0	0	0	0		0
			1994 - Sub-Total Public Works - Fleet Services (Net City Costs - 0)																

Note: Category A = Funded projects in the 1994-2003 Provisional Capital Budget Program as approved by Council on March 29, 1994; Category B = previously reviewed and recognized in the 1994-2003 Provisional Capital Budget Program but outside the Ten-Year Plan; Category C = new projects.

The Corporation of the City of Hamilton

PROJECT NUMBER 71.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Public Works Department - Fleet Services Division
2. PROJECT NAME: Replacement of Computerized Fuel Control System
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
In 1987, the City of Hamilton purchased a computerized fuel control system from Vertek, the low bidder for this project. The system controls 12 remote site locations from a central microcomputer located at the Fleet Services office. The purpose is to automatically record all fuels received and/or dispensed and provide vehicle-related information. Unfortunately, over time, the site hardware is breaking down and, since the original supplier is no longer in business, replacements are not available. In addition, the host software is supported by an outside consultant who no longer wishes to be the sole support for this sytem. Accordingly, it is essential that this system be replaced as soon as practical so that replacement parts may be obtainable and so that continued technical support may be readily available - possibly inhouse - from Information Systems.
4. DEPARTMENT PRIORITY ORDER: -- _____

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT: x
   (b) HARD SERVICE: _____
   (c) SOFT SERVICE: x

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation): _____
   (b) HEALTH/SAFETY/ENVIRONMENT: _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT: _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period): _____
   (e) ECONOMIC DEVELOPMENT: _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR: x
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure): x
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements): x
   (i) GROWTH RELATED PROJECT: _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): 0
   (b) GROSS COST: $ 0

8. (a) PROJECT STARTING DATE (MONTH-YEAR): May 2000
   (b) PROJECT FINISHING DATE (MONTH-YEAR): December 2000

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 174,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) N/A N/A $ _____
   (c) LESS OTHER RECEIPTS (Specify): N/A $ _____
   (d) NET CITY'S COST: $ 174,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 174,000
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____	
(b)	GROSS COST (All Inclusive)		$ 0
(c)	LESS RECOVERY/REVENUE		$ 0
(d)	NET CITY'S COST		$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____	
(f)	GROSS COST (All Inclusive)		$ 0
(g)	LESS RECOVERY/REVENUE		$ 0
(h)	NET CITY'S COST		$ 0

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0
(b)	IN THE COMMUNITY	3.5

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No x Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Fleet Services staff have reviewed this with a current industry supplier who provided the cost estimate; in addition, the cost to provide the current system in 1987 was $122,000.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

We are currently at or near the limit of repairing the system parts at the remote sites. Failure to replace this system will, over time, have the effect of reverting this system back to a manual system which will cause the requirement of approximately 0.5 FTE's of additional clerical staff for data compilation and report preparation plus the requirement for the provision of Fuel Tickets and the need to store same and the related space problems. In addition, loss of paper tickets is inevitable and some degree of fuel accounting and control will be lost.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No x Yes ___; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	_____
(b)	AT CITY'S COST OF	$_____
(c)	SCHEDULED TO START IN THE YEAR	_____

_____ Nov 30th 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*

Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

CITY OF HAMILTON

- RECOMMENDATION -

4(a)

DATE: 1995 January 10

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Traffic Department
1995 - 2004 Provisional Capital Budget [TEC-49-95]

RECOMMENDATION:

a) That the attached capital projects from the Traffic Department be considered for inclusion in the ten year 1995-2004 Provisional Capital Budget, and

b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

Corporate Overview

The proposed 1995-2004 Capital Budget currently represents a $131,707,000. increase in the net cost over the 1994-2003 Capital Budget noted as follows exclusive of the infrastructure program which is identified separately:

COMPARISON OF 10 YEAR CAPITAL BUDGET BY YEAR

	Approved 1994-2003 Capital Budget ($000's)	Proposed 1995-2004 Capital Budget ($000's)	Over/(Under) ($000's)
1994	20,931	0	(20,931)
1995	18,186	21,427	3,241
1996	18,425	23,433	5,008
1997	22,895	31,267	8,372
1998	22,472	26,785	4,313
1999	23,694	30,407	6,713
2000	18,232	46,466	28,234
2001	18,612	33,282	14,670
2002	20,860	30,378	9,518
2003	18,716	29,173	10,457
2004	0	62,112	62,112
SUB-TOTAL	203,023	334,730	131,707
Subsidies & Receipts	76,828	174,532	97,704
Infrastructure 1994 - 1996:			
Federal/Provincial Share	14,124	0	(14,124)
H.S.P.C.A. Share	1,358	0	(1,358)
City Share	5,704	0	(5,704)
	21,186	0	(21,186)
TOTAL	301,037	509,262	208,225

It should be noted that there is a $3,241,000. increase being proposed for 1995 at this time. If these projects are financed by debentures there will be an increase in debenture cost of $510,600 in the following year and additional operating cost resulting from these capital projects in the 1995 operating budget.

Departmental Overview

The attached Capital Budget Submission Forms have been prepared based on the guidelines developed and approved by City Council over the last three years including the current year.

The proposed 1995-2004 Capital Budget currently represents a $216,000. increase in gross cost over the 1994-2003 Capital Budget noted as follows:

NET CAPITAL BUDGET BY YEAR

	Approved 1994-2003 Capital Budget ($000's)	Proposed 1995-2004 Capital Budget ($000's)	Over/(Under) ($000's)
1994	60	0	(60)
1995	60	70	10
1996	79	249	170
1997	80	80	0
1998	82	82	0
1999	84	84	0
2000	88	87	(1)
2001	90	90	0
2002	92	92	0
2003	95	95	0
2004	0	97	97
TOTALS	810	1,026	216

Highlights of projects by the department

Two Traffic Department Projects are Proposed:

1) Traffic Signal Installation or Modernization:
Annual expenditures to install new traffic signals or install new pedestrian priority signals or improve the operation of existing signals.

2) New Aerial Truck:
Required as a permanent spare to replace other units when those units are out of service for routine or emergency repairs. Staff cannot operate efficiently without this spare. The increase in 1996 proposed expenditure of $170,000 is due to the addition of this vehicle to the budget.

The Corporation of the City of Hamilton

PROJECT NUMBER 79.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Traffic Department
2. PROJECT NAME: Additional Traffic Service Truck
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
One heavy-duty bucket truck. Required to ensure continuity of service. At present, when one of the other five similar vehicles is out of service for maintenance, a two-man crew is limited in the activities they are able to accomplish. This occurs regularly, as a result of routine or emergency repairs. As an interim measure, a vehicle due to be returned at the end of the depreciation cycle has been kept. However, this is not appropriate, as the vehicle is old (14 years) and unreliable, and has high operating and maintenance costs. In addition, Labour laws require overhaul of aerial components soon, at very high cost (60-70K). Failure to do this could put employees and City at risk. Need for vehicle proven with extensive use of present unit (900 hours per year). Costs are almost fully recovered from the Region.

4. DEPARTMENT PRIORITY ORDER: 1 of 3

5. NATURE OF PROJECT:

(a)	MAINTENANCE OF AN EXISTING PROJECT	X
(b)	HARD SERVICE	X
(c)	SOFT SERVICE	

6. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION	
	(Image of the City, Quality of Life, Transportation)	
(b)	HEALTH/SAFETY/ENVIRONMENT	
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit,	
	Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	PRODUCE JOBS IN THE PRIVATE SECTOR	
(g)	MAINTAIN EXISTING SERVICE	
	(Roads, Buildings, Other basic infrastructure)	X
(h)	REDUCE ONGOING COST (Staffing and/or resource requirements)	X
(i)	GROWTH RELATED PROJECT	

7. FEASIBILITY STUDY:

(a)	DATE (MONTH-YEAR):	$
(b)	GROSS COST	$

8.

(a)	PROJECT STARTING DATE (MONTH-YEAR):	1996 September
(b)	PROJECT FINISHING DATE (MONTH-YEAR):	1996 September

9.

(a)	GROSS COST OF PROJECT In Year-of-Start Dollars:	$170,000
(b)	LESS PROVINCIAL SUBSIDIES:	
	(Identify nature of Subsidy and describe)	$
(c)	LESS OTHER RECEIPTS (Specify):	$
(d)	NET CITY'S COST:	$170,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$	- 2000	$
- 1996	$ 170,000	- 2001	$
- 1997	$	- 2002	$
- 1998	$	- 2003	$
- 1999	$	- 2004	$

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	$1996 Sep - Dec
(b)	GROSS COST (All Inclusive)	$ (2,000.00)
(c)	LESS RECOVERY/REVENUE	$ (2,000.00)
(d)	NET CITY'S COST	$ ---
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	$1997 Jan - Dec
(f)	GROSS COST (All Inclusive)	$ (6,500.00)
(g)	LESS RECOVERY/REVENUE	$ (6,500.00)
(h)	NET CITY'S COST	$ ---

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
    (a) WITHIN THE CITY DEPARTMENTS _____
    (b) IN THE COMMUNITY _____

13. ESTIMATE PREPARED BY:
    (a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

    No X Yes __ _____
    If yes, signature of Manager of Architectural Division

    (b) If no, the basis of assumptions Purchase price similar vehicles in 1991, 1992

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
1) Proceed as at present-employee and City's risk increases without full overhaul as recommended. 2) Keep the present vehicle but perform the overhaul, which will cost $60,000 - $70,000, or 3) Retire the fully-depreciated vehicle, which will leave our staff totally without a spare vehicle whenever routine or emergency maintenance is required.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
    No X Yes __; if yes,
    (a) PROJECT NO. (1994-2003 Capital Budget) _____
    (b) AT CITY'S COST OF $_____
    (c) SCHEDULED TO START IN THE YEAR _____

Murray L. Main 1995 Jan. 16
Signature of Department Head/ Local Board Manager *Date*

16. *FUNDING (Treasury Department To Complete):*
    (a) NATURE OF PROPOSED FINANCING: _____
    (b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
    Yes ___ No ___
    (c) IF DEBENTURE FINANCING:
    (i) ANNUAL DEBENTURE FINANCING COST: $_____
    (ii) TOTAL CARRYING COST OF RETIRING DEBT: $_____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 80.0
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Traffic Department
2. PROJECT NAME: Traffic Signal Installation and Modernization
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Installation of one or more pedestrian priority signals; or modernization of up to three existing signals at City jurisdiction locations in 1995. Upgrading old hardware and technology can increase the efficiency of an intersection, saving fuel and air pollution, increasing safety and reducing motorist delay. Pedestrian Priority Signals specifically aid pedestrians at difficult locations and can be used to replace crossing guards. The exact locations will be determined on the basis of highest need.

4. DEPARTMENT PRIORITY ORDER: 2 of 3

5. NATURE OF PROJECT:

(a)	MAINTENANCE OF AN EXISTING PROJECT	
(b)	HARD SERVICE	X
(c)	SOFT SERVICE	

6. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	PRODUCE JOBS IN THE PRIVATE SECTOR	
(g)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X (if modernization)
(h)	REDUCE ONGOING COST (Staffing and/or resource requirements)	X (if school guard)
(i)	GROWTH RELATED PROJECT	

7. FEASIBILITY STUDY:

(a)	DATE (MONTH-YEAR):	$
(b)	GROSS COST	$

8.

(a)	PROJECT STARTING DATE (MONTH-YEAR):	1995 March
(b)	PROJECT FINISHING DATE (MONTH-YEAR):	1995 December

9.

(a)	GROSS COST OF PROJECT In Year-of-Start Dollars:	$ 70,000
(b)	LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) The signals are eligible for up to 50% subsidy on the cost of installation - subject to MTO upset	$ 18,000
(c)	LESS OTHER RECEIPTS (Specify):	$
(d)	NET CITY'S COST:	$ 52,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 52,000	- 2000	$
- 1996	$	- 2001	$
- 1997	$	- 2002	$
- 1998	$	- 2003	$
- 1999	$	- 2004	$

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR) 1995 December	
(b)	GROSS COST (All Inclusive)	$ 0
(c)	LESS RECOVERY/REVENUE	$
(d)	NET CITY'S COST	$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR) 1996 January-December	
(f)	GROSS COST (All Inclusive)	$2,000
(g)	LESS RECOVERY/REVENUE	$1,000
(h)	NET CITY'S COST	$1,000

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0
(b)	IN THE COMMUNITY	

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Reduced public safety due to more motor vehicle collisions; possible increase in travelling time; more fuel used by motorists.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No ___ Yes X; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	75.0
(b)	AT CITY'S COST OF	$45,000(1995)
(c)	SCHEDULED TO START IN THE YEAR	1995

_____ _____

Signature of Department Head/ Local Board Manager *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ *No* ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER 81.1-81.9
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Traffic Department
2. PROJECT NAME: Traffic Signal Installation and Modernization
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Installation of one new full traffic signal; installation of one or more pedestrian priority signals; or modernization of up to three existing signals at City jurisdiction locations in 1996 and each subsequent year. Traffic signals can increase the efficiency of an intersection, saving fuel and air pollution. They can also increase safety and reduce motorist delay. Upgrading old hardware and technology can have the same effect. Pedestrian Priority Signals specifically aid pedestrians at difficult locations and can be used to replace crossing guards. The exact locations will be determined on the basis of highest need.

4. DEPARTMENT PRIORITY ORDER: 3 of 3

5. NATURE OF PROJECT:

(a)	MAINTENANCE OF AN EXISTING PROJECT	
(b)	HARD SERVICE	X
(c)	SOFT SERVICE	

6. PROJECT JUSTIFICATION:

(a)	STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)	X
(b)	HEALTH/SAFETY/ENVIRONMENT	X
(c)	LEGISLATED BY SENIOR LEVELS OF GOVERNMENT	
(d)	NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)	
(e)	ECONOMIC DEVELOPMENT	
(f)	PRODUCE JOBS IN THE PRIVATE SECTOR	
(g)	MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)	X (if modernization)
(h)	REDUCE ONGOING COST (Staffing and/or resource requirements)	X (if school guard)
(i)	GROWTH RELATED PROJECT	

7. FEASIBILITY STUDY:

(a)	DATE (MONTH-YEAR):	
(b)	GROSS COST	$

8.

(a)	PROJECT STARTING DATE (MONTH-YEAR):	1996 March
(b)	PROJECT FINISHING DATE (MONTH-YEAR):	2004 December

9.

(a)	GROSS COST OF PROJECT In Year-of-Start Dollars:	$786,000
(b)	LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) The signals are eligible for up to 50% subsidy on the cost of installation - subject to MTO upset	$196,000
(c)	LESS OTHER RECEIPTS (Specify):	$
(d)	NET CITY'S COST:	$590,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$	- 2000	$ 66,000
- 1996	$ 59,000	- 2001	$ 68,000
- 1997	$ 60,000	- 2002	$ 69,000
- 1998	$ 62,000	- 2003	$ 71,000
- 1999	$ 63,000	- 2004	$ 72,000

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR) 1996 December	
(b)	GROSS COST (All Inclusive)	$ 0
(c)	LESS RECOVERY/REVENUE	$
(d)	NET CITY'S COST	$ 0
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR) 1997 January-December	
(f)	GROSS COST (All Inclusive)	$2,000
(g)	LESS RECOVERY/REVENUE	$1,000
(h)	NET CITY'S COST	$1,000

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	0
(b)	IN THE COMMUNITY	

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Cost of materials, labour, vehicle use estimated from previous work.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Reduced public safety due to more motor vehicle collisions; possible increase in travelling time; more fuel used by motorists.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No ___ Yes X; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	76.1. to 76.7
(b)	AT CITY'S COST OF	$59,000 (1996) $69,000 (2002) annually
(c)	SCHEDULED TO START IN THE YEARS	1996 to 2002

_____ _____

Signature of Department Head/ Local Board Manager *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) NATURE OF PROPOSED FINANCING: _____

(b) RESERVE/CAPITAL LEVY FUNDING AVAILABLE:
Yes ___ No ___

(c) IF DEBENTURE FINANCING:

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$_____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$_____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 November 30

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Rowntree Drive and Rushdale Drive - Intersection Control. [TEC-07-95]

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Rowntree Drive and Rushdale Drive and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

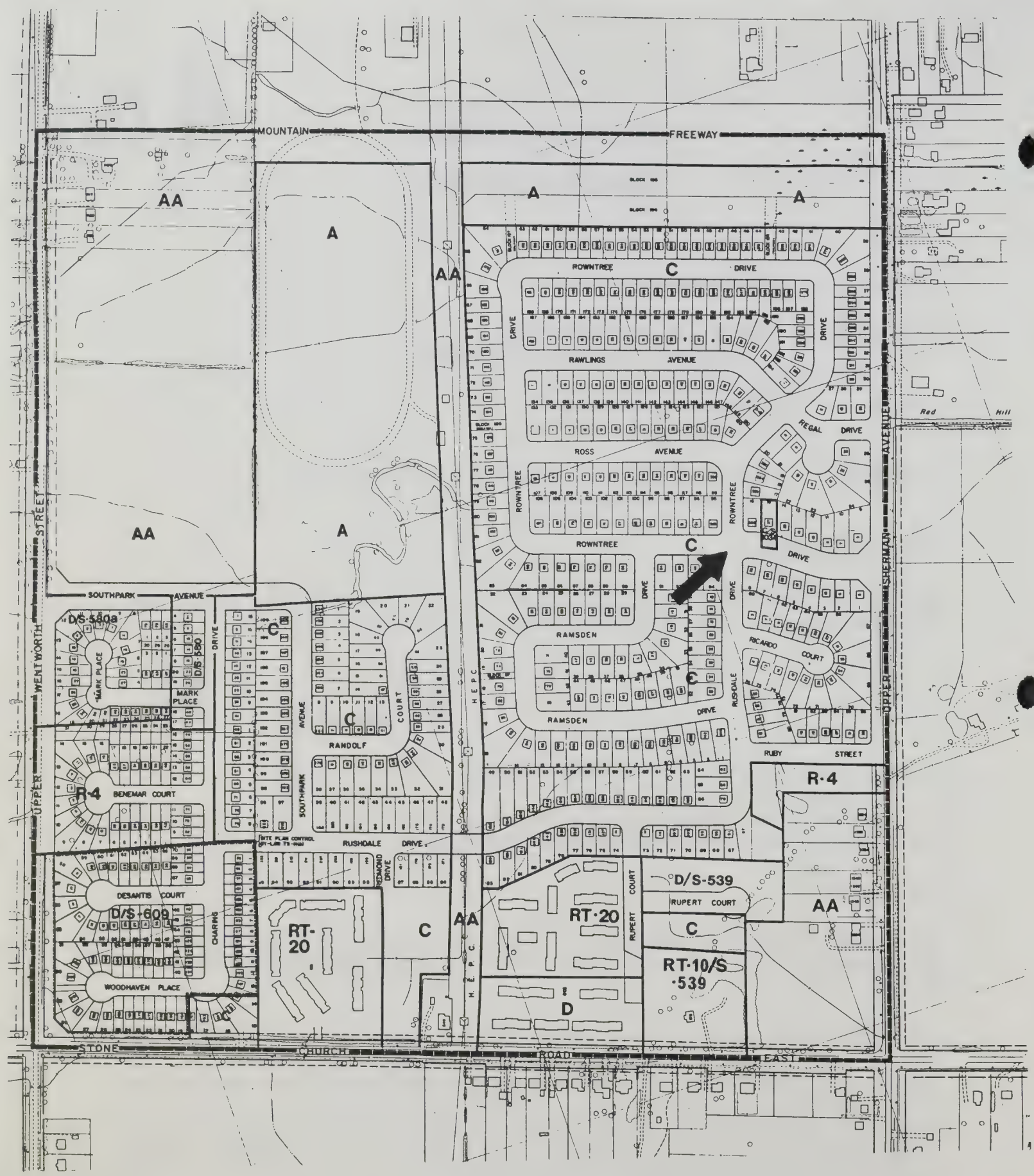
Sufficient funds are provided in the 1995 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Terry Anderson to investigate the need for all-way stop control at the intersection of Ruby Street and Rushdale Drive.

The Traffic Department does not support the request for all-way stop control at the intersection of Ruby and Rushdale since it does not meet any of the Departmental criteria for the use of all-way stops. However, the intersection of Rowntree Drive and Rushdale Drive, which is approximately 700 feet north of Ruby Street, meets at least one of the criteria respecting the use of all-way stop control since both of these roadways are collector roads for the neighbourhood. Therefore, the Traffic Department recommends that all-way stop control be implemented at Rowntree and Rushdale.

ERA/MH/kg


MOUNTAIN FREEWAY
AA
A
ROWNTREE DRIVE
RAWLINGS AVENUE
ROSS AVENUE
REGAL DRIVE
RAMSDEN
RICARDO COURT
RUBY STREET
SOUTHPARK AVENUE
D/S-580a
D/S-580
MARK PLACE
R-4
BENEMAR COURT
RANDOLF
RUSHDALE DRIVE
RICHMOND DRIVE
DESANTIS COURT
D/S-609
CHARING
WOODHAVEN PLACE
RT-20
RUPERT COURT
D/S-539
RT-10/S-539
STONE CHURCH ROAD EAST
WENTWORTH STREET
UPPER SHERMAN AVENUE
H.E.P.C.

4(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersections of Caroga Court and Morgan Road and Clifton Downs Road and Morgan Road - Intersection Control. [TEC-11-95]

RECOMMENDATION:

a) That no action be taken on the request for three-way stop control at the intersection of Caroga Court and Morgan Road; and

b) That no action be taken on the request for three-way stop control at the intersection of Clifton Downs Road and Morgan Road; and

c) That westbound traffic on Morgan Road be required to stop for northbound and southbound traffic on Clifton Downs Road and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

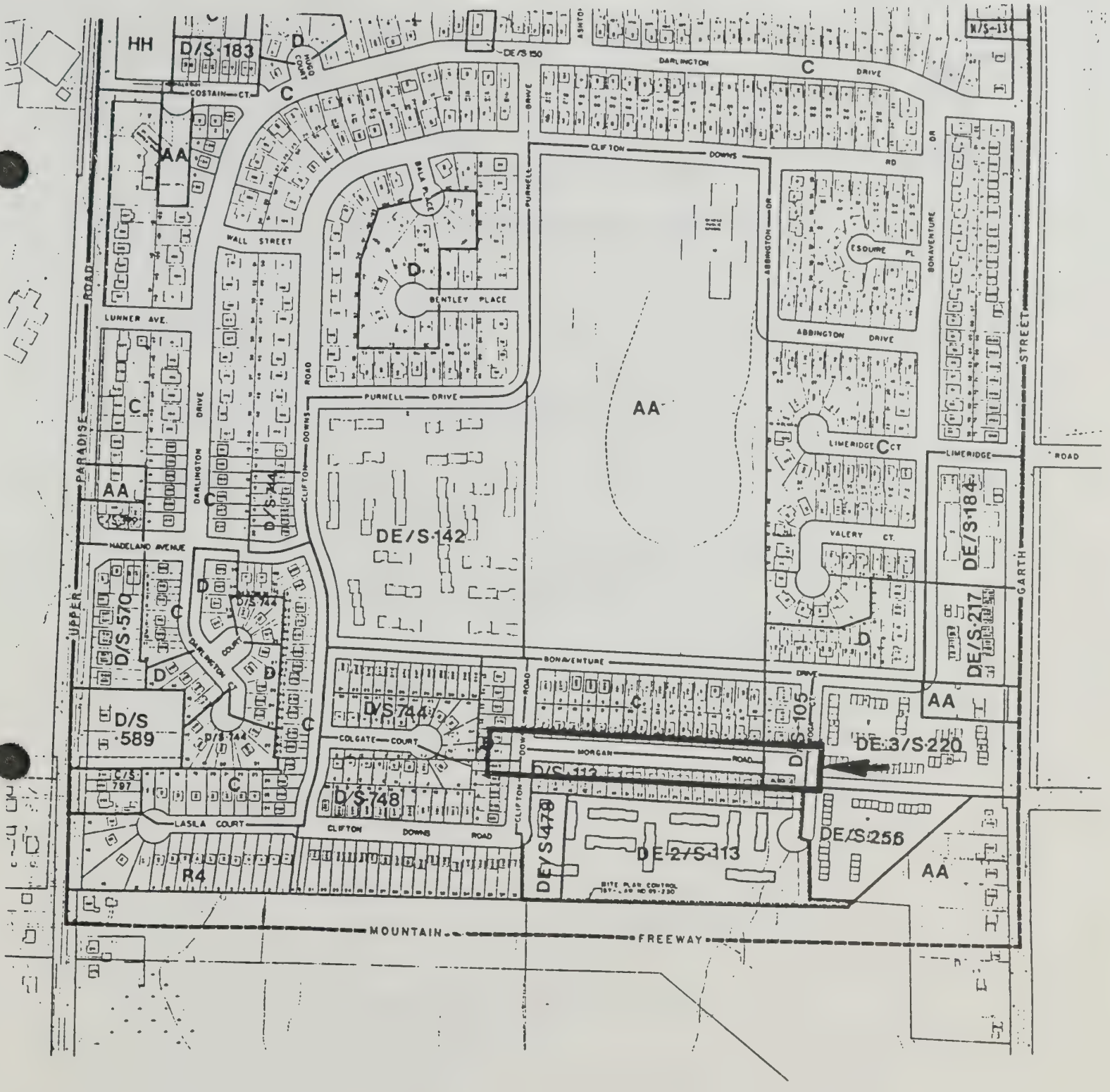
Alderman Frank D'Amico has advised of a request from Mrs. Silvanna Albano, No. 66 Morgan Road, that three-way stop control be implemented at the intersections of Caroga Court and Morgan Road and Clifton Downs and Morgan Road.

The subject intersections are both "T" type intersections, and presently, eastbound traffic on Morgan is required to stop for northbound and southbound traffic on Caroga and there are no intersection control signs at the intersection of Clifton Downs and Morgan. Traffic Department records indicate that there have been annual reported collision rates of 0.13 and 0.27 respectively at these intersections over the past seven and a half years. These are very good collision records for this type of intersection.

The Traffic Department has assessed this request and has its usual concerns respecting unwarranted all-way stop control, including the fact that there are no collision problems at these intersections, unnecessary stop signs have extremely harmful environmental affects, stop signs have no effect on the speed and volume of traffic and unwarranted stop signs create disrespect by motorists to the extent that the compliance with stop signs is deteriorating every year. For the above-noted reasons, the Traffic Department does not support the request for all-way stop control at the intersections of Caroga Court and Morgan Road and Clifton Downs and Morgan Road.

Notwithstanding, the Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department recommends that stop control be implemented on the stem of the "T" at the intersection of Clifton Downs and Morgan.

MT/CVB/kg


HH
D/S·183
COSTAIN CT.
DARLINGTON DRIVE
DE/S·150
ASHTON
N/S-13
AA
LUNNER AVE.
PARADISE ROAD
MALL STREET
PURNELL DRIVE
BENTLEY PLACE
CLIFTON DOWNS ROAD
ABBINGTON DR
ESQUIRE
BONAVENTURE DRIVE
ABBINGTON DRIVE
LIMERIDGE CCT
LIMERIDGE ROAD
VALERY CT.
GARTH STREET
DE/S·142
D/S·744
D/S·570
NADELAND AVENUE
D/S·142
DARLINGTON COURT
D/S·589
D/S·744
COLGATE COURT
BONAVENTURE DRIVE
MORGAN ROAD
D/S·105
DE/S·184
DE/S·217
DE·3/S·220
D/S·748
CLIFTON DOWNS ROAD
LASLA COURT
DE/S·478
DE·2/S·313
DE/S·256
R4
SITE PLAN CONTROL
MOUNTAIN FREEWAY

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

COMPARISON OF 10 YEAR CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Approved 1994-2003 Capital Budget	Proposed 1995-2004 Capital Budget	Over/(Under)
1994	20,931	0	(20,931)
1995	18,186	21,427	3,241
1996	18,425	23,433	5,008
1997	22,895	31,267	8,372
1998	22,472	26,785	4,313
1999	23,694	30,407	6,713
2000	18,232	46,466	28,234
2001	18,612	33,282	14,670
2002	20,860	30,378	9,518
2003	18,716	29,173	10,457
2004	0	62,112	62,112
SUB-TOTAL	203,023	334,730	131,707
Subsidies & Receipts	76,828	174,532	97,704
Infrastructure 1994-1996:			
Federal/Provincial Share	14,124	0	(14,124)
H.S.P.C.A.	1,358	0	(1,358)
City Share	5,704	0	(5,704)
	21,186	0	(21,186)
TOTAL	301,037	509,262	208,225

It should be noted that there is a $3,241,000 increase being proposed in 1995. If these projects are financed by debentures there will be an increase in debenture cost of $510,600 in the following year and additional operating cost resulting from these capital projects in the 1995 operating budget.

Cont'd...

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the last three years, including the current year.

	Gross	Subsidy	Net
1995-2004 Proposed Capital Budget (1995-2004 costs)	$15,633	$ 645	$14,988
1994-2003 Approved Capital Budget (1995-2003 costs)	14,624	624	14,000
(note: 10-year vs. 9-year comparison - see below)	$ 1,009	$ 21	$ 988

NET CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Past 1994-2003 Capital Budget	Proposed 1995-2004 Capital Budget	Over/(Under)
1995	1,418	1,350	(68)
1996	1,311	1,301	(10)
1997	1,672	1,915	243
1998	1,484	1,421	(63)
1999	1,529	1,443	(86)
2000	1,574	1,465	(109)
2001	1,621	1,488	(133)
2002	1,670	1,511	(159)
2003	1,721	1,535	(186)
2004	------	1,559	1559
TOTAL	$14,000	$14,988	$ 988

Cont'd...

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the last three years, with the exception of the approved 1994-2003 figures being based on a 10 year plan rather than the 9 year guideline.

	Gross	Subsidy	Net
1995-2004 Proposed Capital Budget (1995-2004 costs)	$15,633	$ 645	$14,988
1994-2003 Approved Capital Budget (1994-2003 costs)	16,267	723	15,544
	$ (634)	$ 78	$ (556)

NET CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Past 1994-2003 Capital Budget	Proposed 1995-2004 Capital Budget	Over/(Under)
1994	1,544	0	(1,544)
1995	1,418	1,350	(68)
1996	1,311	1,301	(10)
1997	1,672	1,915	243
1998	1,484	1,421	(63)
1999	1,529	1,443	(86)
2000	1,574	1,465	(109)
2001	1,621	1,488	(133)
2002	1,670	1,511	(159)
2003	1,721	1,535	(186)
2004	------	1,559	1559
TOTAL	$15,544	$14,988	$ (556)

Cont'd...

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

The gross cost of capital projects recommended by the Roads Department amounts to $15,633,000 in comparison to $16,267,000 as outlined in the ten year approved 1994-2003 Capital Budget. This represents a overall expenditure decrease of $556,000.

There is a $243,000 increase in the proposed 1997 programme resulting largely from the addition of the Rymal Road East Storm Water Retention System project. This project is a $200,000 expenditure and will involve the construction of a system of water ponds to collect, purify and redistribute surface water from the East Mountain Industrial Area.

:lr

cc: A. Ross, City Treasurer
J. Pavelka, C.A.O.
S. Reeder, Secretary, Finance and Administration Committee

6.

CORPORATION OF THE CITY OF HAMILTON

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **Transportation Association of Canada: New Visions in Urban Transportation**

DATE: 1995 January 11

Attached for your information and appropriate action is correspondence dated 1994 December 28 from Helen MacRae, Executive Director of Management Services and City Clerk, The Corporation of the City of Burlington respecting Transportation Association of Canada: New Visions in Urban Transportation which was referred to the Transport and Environment Committee by City Council at its meeting held 1995 January 10.

KCC/mjw

Attachment

The Corporation of the
City of Burlington

City Hall:
426 Brant Street, Burlington, Ontario, Canada
Mailing Address:
P.O. Box 5013, Burlington, Ontario, Canada L7R 3Z6

Telephone: (905) 335-7706
Fax No.: (905) 335-7881

OFFICE OF THE CITY CLERK
JAN 4 1995
REC. BY
REF'D. TO
REF'D. TO
REF'D. TO
ACTION:

December 28, 1994

Mr. Joseph Schatz, Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

SUBJECT: Transportation Association of Canada; New Visions in Urban Transportation
File: 115-TAC

The Council of the Corporation of the City of Burlington at its regular meeting held on Monday, December 19, 1994 enacted the following resolution being Item No. CC-383-94:

> THAT the City of Burlington express its general endorsement of the Transportation Association of Canada's document "New Visions in Urban Transportation";
>
> and that the City advise the Transportation Association of Canada, the Canadian Urban Transit Association, the Federation of Canadian Municipalities, the Canadian Institute of Planners, and other municipalities in Southern Ontario that certain "actions" require further examination or consensus building before specific actions can be fully endorsed, as outlined in Development and Infrastructure Division Report PW-230/94, dated November 2, 1994;
>
> and that the City forward copies of Council's decision and Development and Infrastructure Division Report PW-230/94 dated November 2, 1994, to the Transportation Association of Canada, FCM, CUTA and other municipalities in Southern Ontario.

I would like to draw your attention to Paragraph 2 of the aforementioned recommendation.

In accordance with the Council resolution, enclosed is a copy of the staff report which prompted the above.

If you require further information, please contact Tom Eichenbaum, Assistant Director of Engineering at 335-7795.

Yours truly,

Helen MacRae
EXECUTIVE DIRECTOR OF MANAGEMENT
SERVICES, AND CITY CLERK

JB/jr
\visions.pri

cc: V. Mauceri, Director of Traffic & Transit
T. Eichenbaum, Assistant Director of Engineering

CC - 383 - 94

CITY OF BURLINGTON

DEVELOPMENT & INFRASTRUCTURE DIVISION

REPORT PW 230/94 **DATE: November 2, 1994**

CHAIRMAN & MEMBERS OF THE
COMMUNITY AND CORPORATE SERVICES COMMITTEE

Subject: **Transportation Association of Canada: New Visions in Urban Transportation**
File: 115-TAC

RECOMMENDATION:

THAT the City of Burlington express its general endorsement of the Transportation Association of Canada's document "New Visions in Urban Transportation";

and that the City advise the Transportation Association of Canada, the Canadian Urban Transit Association, the Federation of Canadian Municipalities, the Canadian Institute of Planners, and other municipalities in Southern Ontario that certain "actions" require further examination or consensus building before specific actions can be fully endorsed, as outlined in Report PW230/94;

and that the City forward copies of Council's decision and Report PW230/94 (November 2, 1994) to the Transportation Association of Canada, FCM, CUTA and other municipalities in Southern Ontario.

Background

Our transportation systems have a great influence on the form and function of our communities. Also, the strength of our economy is dependent on an efficient and well planned transportation infrastructure.

In April, 1994 a working symposium was held in Ottawa in order to address the future challenges pertaining to transportation in Canada. The symposium was co-sponsored by the PW

Federation of Canadian Municipalities (FCM), the Transportation Association of Canada (TAC), and the Canadian Institute of Planners (CIP). The symposium was well attended by a wide spectrum of delegates including political representatives, transportation system engineers, transit operators and administrators, planners, consultants and special interest groups. The symposium resulted in an "Agenda for Action" for consideration by communities across Canada.

In August, 1994 the City was advised of Metro Toronto's general endorsement of a briefing from TAC entitled "A New Vision for Urban Transportation" (March, 1993). The principles embodied in the TAC briefing were used as a starting point for the April, 1994 symposium. Council requested that staff review the symposium's "Agenda for Action" and provide comments on the document from Burlington's perspective.

REPORT:

The Ottawa symposium was attended by the City's Director of Transit and Assistant Director of Engineering (Transportation and Engineering Planning). The symposium first involved numerous technical presentations on land-use, growth and transportation trends. Then several working sessions and plenary sessions were held to address specific areas of interest and to develop a collective vision statement and an Action Plan. A comprehensive Proceedings document has been issued to the City and can be passed out or copied if necessary. On the attachments to this report we have included key extracts from the Proceedings which are most pertinent.

Symposium Conclusions

On Page 2 of the Symposium document, the Main Conclusions are presented. Staff feel that Burlington could agree to each of the 5 main conclusions.

"Specific Strategies and Actions for Implementation"

On Pages 3 to 10 of the document, eight specific areas are identified for consideration by communities for action. Several of the measures are beyond the administrative authority of municipalities, some others would require considerable consensus building or cooperation with the private sector, and a few may be premature for Burlington at this time. By and large however, all of the Strategies and Actions either can be supported or are worthy of examination now or in the future.

Staff have highlighted some of the key Strategies or Actions which may be questionable or not immediately implementable.

Many of the other Actions are reflected in the City's new Official Plan or in various other initiatives already undertaken by the City.

SUMMARY:

The City should acknowledge TAC's document "New Visions in Urban Transportation - Agenda for Action". Staff feel the document can be endorsed in general. However, in its endorsement the City should advise TAC and other municipalities that certain "Actions" require further examination or consensus building before specific Actions can be fully endorsed.

Respectively Submitted

APPROVED
Nov 29/94
GEN. MGR. DATE
Dec 5/94
C/MGR DATE

T. Eichenbaum

Tom Eichenbaum, P. Eng.
Assistant Director of Engineering

Vince Mauceri,
Director of Transit & Traffic

TE/sje
attach.

FOREWORD

The vast majority of our citizens live in urban areas, and most of our national wealth is generated there. But congestion is threatening the quality of life and economic vitality of our cities. "Urban mobility" is becoming a contradiction of terms. Pollution, frustration and waste are preventing us from reaching our social and economic goals. The crunch is coming at a time when municipalities across Canada face severe budget constraints.

What can we do? What are the best directions for future land use planning and development? How can we blend new and renewed infrastructure with public and private transportation services to meet the needs of people and freight? How can we pay for all this in a time of shrinking resources? What are the obstacles standing in our way? What specific actions can we take?

On April 24-26, 1994 the Federation of Canadian Municipalities (FCM), the Transportation Association of Canada (TAC) and the Canadian Institute of Planners (CIP) joined forces to cosponsor a unique working symposium designed to yield practical answers to these questions.

Over 200 mayors and councillors, municipal planning and transportation professionals, provincial and federal representatives, transit operators, couriers, researchers and advocacy groups from across the nation met for three intensive days of consensus building, leading to action. Never before had such a diverse national group been assembled to consider the future of our cities and the urban transportation systems that serve them.

The starting point for discussion was A NEW VISION FOR URBAN TRANSPORTATION, published by the TAC Urban Transportation Council in 1993. That briefing paper proposes a generic vision for large and medium sized urban areas that can be tailor fit to local conditions. The vision is supported by 13 decision making principles which point the way to a more desirable future. It calls for significant change from past practices in terms of land use and urban structure, the role of private autos relative to other modes, and transportation funding.

The objective of the symposium was to create an Agenda for Action — a set of strategies for public and private sector cooperative actions to help achieve new urban transportation visions within the realities of shrinking budgets. That objective was achieved.

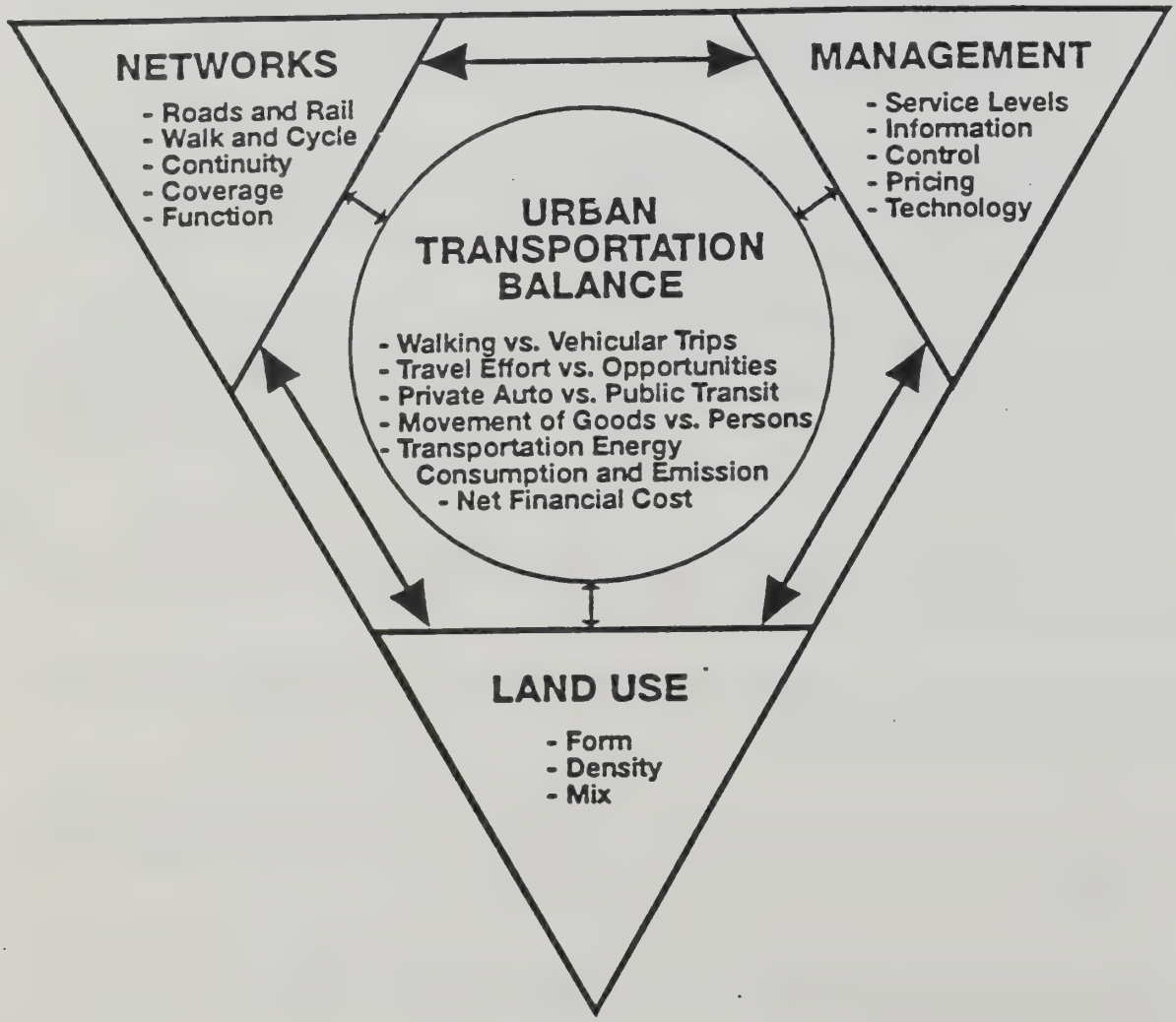
In the opening plenary session, four guest speakers set the stage by reviewing current initiatives and latest trends in sustainable urban transportation, improved transit, land use planning and financing. Their papers appear in PART 3 of this report.

Delegates then met in eight concurrent, full day, round table workshops. Each group selected an average of four decision making principles from the 13 in the TAC vision. They then identified strategies to implement the principle, associated obstacles to be overcome and actions which need to be taken. Detailed reports from each workshop appear in PART 2.

From the workshop reports, a draft Agenda for Action was prepared and reviewed by all delegates at the closing plenary session. With the help of the symposium facilitator, consensus was reached. A final Agenda for Action was prepared and released to the national media. It is presented in PART 1.

The goal now is to move forward at the local level. Prime responsibility lies with symposium delegates and their colleagues throughout urban Canada. The symposium cosponsors hope this report will assist, by providing a useful reference document for decision makers. Through concerted action we can realize future cities which are more sustainable, clean, economically competitive and socially desirable.

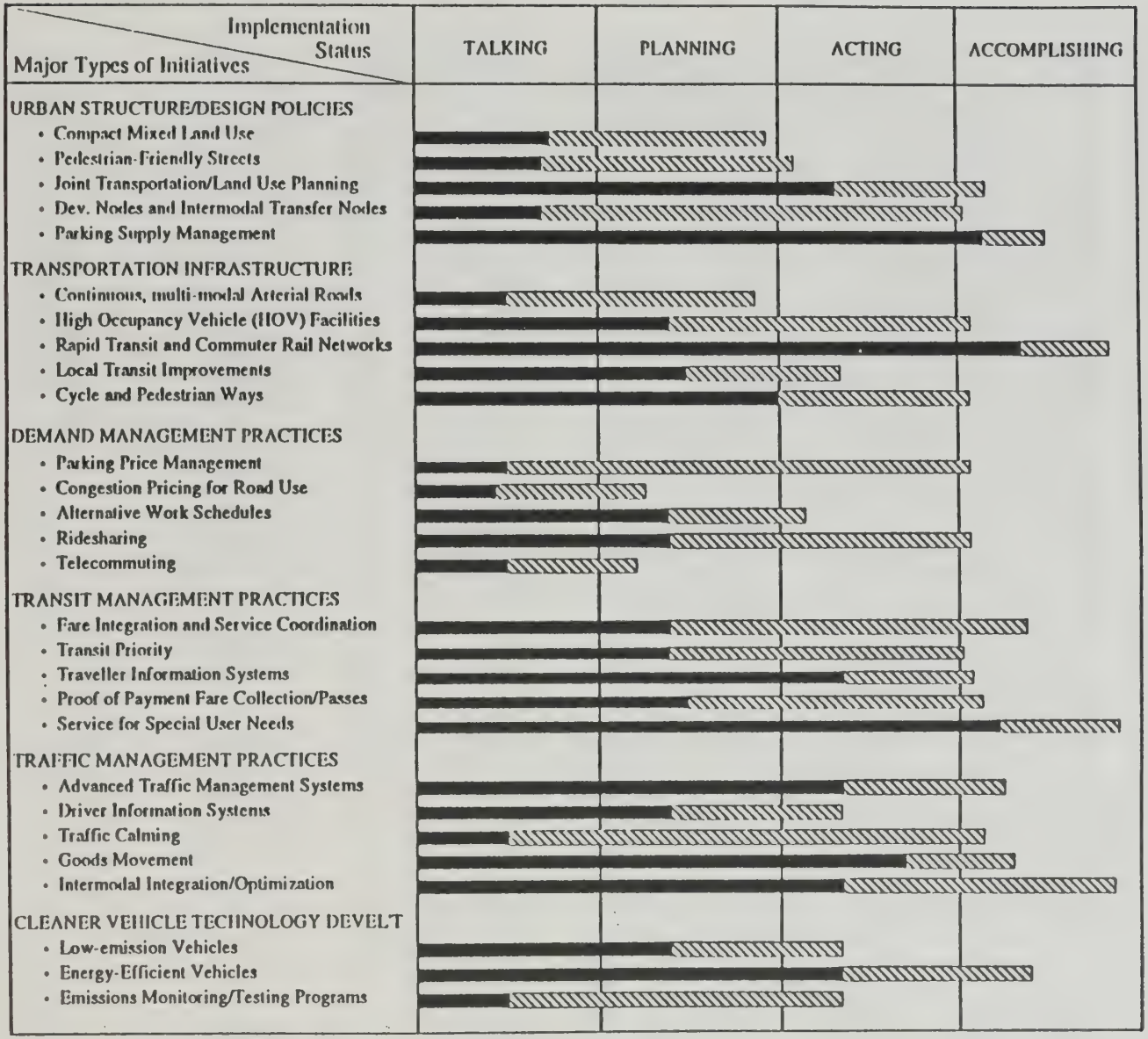
EXHIBIT 1
THE URBAN TRANSPORTATION BALANCE



IBI GROUP

EXHIBIT 10

12 BROAD STATUS OF CANADIAN INITIATIVES TOWARD MORE SUSTAINABLE URBAN TRAVEL



LEGEND:

IBI GROUP

Status of Significant Proportion of Major Canadian Cities

Status of One or Two Cities with More Advanced Implementation

CC - 3883 - 94

PW 230/94

C - 383 - 94

INTRODUCTION

Canada's future urban transportation systems will have to be productive, efficient, cost effective and accessible. Achieving these objectives will require new approaches to land use, urban design, transportation planning and financing. Continuation of current trends will not work:

- Our transportation infrastructure is deteriorating.
- People are moving out of cities into the suburbs, creating urban sprawl.
- Quality of life is suffering: our cities are becoming less safe, socially desirable, and environmentally friendly.
- Streets are often no longer interesting, vital public places, providing Canadians with a sense of community.
- We are becoming less competitive.

Transportation is intrinsic to the form and function of our communities. Urban transportation has a direct impact on the social and environmental quality of our cities. This is why this symposium is critically important. Commitment to action by symposium delegates on the desirable directions to take will be instrumental if our urban transportation systems are to be productive, efficient, cost effective and accessible to allow cities to generate wealth needed for quality of life improvements, social services, infrastructure, environmental protection and transportation itself.

This was the first time in the history of Canada that such a diverse national group of urban transportation representatives was brought together to develop strategies and actions to address our future. The working symposium - NEW VISIONS IN URBAN TRANSPORTATION - was held in Ottawa in April, 1994 to create an "Agenda for Action". Jointly sponsored by the Federation of Canadian Municipalities (FCM), the Transportation Association of Canada (TAC) and the Canadian Institute of Planners (CIP), the symposium provided the 220 delegates with a unique opportunity to discuss and debate various principles outlined in the briefing "A New Vision for Urban Transportation" issued by the TAC Urban Transportation Council in March, 1993.

In each round-table workshop, delegates selected an average of four principles from the 13 in the TAC vision. They then articulated specific strategies that might be considered in implementing those principles, associated obstacles to be overcome and specific actions to be taken. They shared insights and knowledge gained in facing urban transportation challenges across the country.

This Agenda for Action presents major conclusions of the symposium and highlights specific strategies and actions designed to implement new visions for urban transportation at the local level in the following areas:

- **Urban Structures and Land Use** - planning for increased densities and more mixed land use to reduce travel distances and support walking, cycling and transit.
- **Funding** - creating better ways to pay for future transportation systems.
- **Transit** - providing higher quality transit service to increase its attractiveness relative to the private auto.
- **System Optimization** - optimizing the use of existing transportation systems to move people and goods, and to improve effectiveness.
- **Automobiles** - creating an environment in which automobiles can play a more balanced role.
- **Parking** - planning parking supply and price to be in balance with walking, cycling, transit and auto priorities.

- Environment - ensuring that urban transportation decisions protect and enhance the environment.
- Demand management - encouraging changes in travel behaviour and choice of mode.

MAJOR CONCLUSIONS OF THE SYMPOSIUM

1. Local Visions

Each municipality should develop a local vision. Clearly articulated visions should be based on shared community goals supported by an informed public. Visions should reflect the values of liveable communities and a sustainable way of life. Land use plans and transportation systems should then be developed in accordance with common community goals, and should be integrated with each other.

2. Federal, Provincial and Municipal Support for Achieving New Visions

All three orders of government and communities should support a continuous effort to implement new visions as described by this symposium. This should be enabled by legislation, programs, policies and priorities.

3. Integration of the Vision by Orders of Government

All federal, provincial and municipal agencies and special purpose bodies should work cooperatively to achieve the common community goals and vision.

4. Understanding True Costs

Every possible effort should be made to ensure that elected officials, practicing professionals and the general public clearly understand the true direct and indirect costs and benefits of current transportation systems and of future options. As well, the impacts of other public policies on transportation systems need to be identified in order that informed decisions can be made.

5. Responsibility for Action

Prime responsibility for initiating change in the urban transportation system lies with symposium delegates and their colleagues across the country. Delegates should ensure that local visions are developed in support of the social, economic and environmental needs of their communities.

SPECIFIC STRATEGIES AND ACTIONS FOR IMPLEMENTATION

URBAN STRUCTURE AND LAND USE

Strategies

Delegates discussed various ways to implement plans for increased densities and more mixed land use to reduce travel distances and support walking, cycling and transit. The following common strategies received general support:

- The public should be engaged in a debate about life choices and urban structure, highlighting both the sense of urgency for action and the social and economic benefits associated with a new urban vision.
- Within municipalities communities must be supported in efforts to define their needs.
- Mixed uses should be designed to meet locally-defined needs, at the lowest/cost possible.
- New land use patterns should be both economically and environmentally sustainable.
- Urban structures should encourage a shift to transit (through more compact and dense urban forms).
- The political leadership should visibly support a new urban vision and involve the public in shaping its implementation.
- The planning and delivery of land use and transportation policies should be better integrated, and should involve all orders of government working in a more cooperative manner.
- People should be provided with appropriate financial incentives by having taxes and user charges reflect the real cost of municipal services (e.g., unit cost assessment, vs. market value assessments).
- Appropriate incentives should be provided to developing mixed land use communities (better balance of jobs/residences; diversity of housing types; better mix of housing; services and retail).
- Incentives should also be provided for in-fill development, especially along transit routes.
- Laws/regulations should be reviewed and are brought into line with a new vision for urban structure and land use.

Obstacles

A number of obstacles were identified which could prevent the successful implementation of the strategies:

- There is a lack of cooperation in developing policies/plans for more sustainable land use by all orders of government.
- There is a lack of policies and plans for alternative modes of transportation including cycling and walking.
- Public perceptions : some do not see that there is a problem, some are not aware of options, and in some cases there is public resistance to change.
- There may be public perception that rules are being changed unfairly, in some cases interfering in the free market.
- There are different needs for different size communities.
- Citizens are not offered viable options to the status quo.
- Zoning and other by-laws work against change.
- Legislative power is not always sufficient to bring about change.
- There is a lack of consensus on solutions/alternatives.

- Sustainability values have not yet been fully accepted and implemented by developers, planners, engineers and home buyers.
- There is a lack of public awareness of the true costs and benefits of urban transportation.
- The system rewards short-term, piecemeal thinking rather than long-term holistic decision-making.

Actions

The following actions were proposed to overcome the obstacles and implement the strategies:

- Create sound plans for all orders of government and adhere to these plans.
- Develop land use and urban structure standards and practices based on plans which encourage mixed land use communities.
- Undertake thoughtful evaluation aimed at achieving more compact, mixed land use communities before moving beyond a predetermined urban envelope.
- Create an adequate database of urban transportation modes and costs and inform the public.
- Adopt a progressive, incremental approach to the introduction of change that truly reflects the technological and demographic shifts that are occurring in our communities (e.g., the trend toward teleworking).
- Involve communities in the development of community-based visions (where they identify the types of communities they want). Standards and practices should be developed in line with such visions.
- Provide necessary incentives (e.g., zoning bonuses, tax breaks, etc.) for initiatives that support a new vision.
- Communicate success stories, failures ("lessons learned"), and new models widely to all communities in Canada (historic perspective provided to Canadian citizens).
- Educate the public on strategies that link land use to social and economic factors.
- Ensure appropriate legislative authority through provincial/national advocacy efforts.
- Establish higher prices for initiatives that diverge from new vision/goals.
- Involve the public in this dialogue.
- Develop and publish indicators/monitoring measures to track our progress.

FUNDING/FINANCING

Strategies

Delegates discussed better ways to pay for future urban transportation systems and generally agreed on the following common strategies:

- Shift from an emphasis on capital funds to operating funds.
- Link funding priorities and methods to preferred modes of transportation.
- Investigate methods of charging the public for their use of the transportation system through user pay schemes (e.g., increased fuel tax dedicated to transportation improvements).
- Provide incentives for multi-use riders (e.g., significantly lower fares for prime riders (transit systems)).
- Provide incentives for multi-occupant vehicles.
- Vigorously explore public sector - private sector partnerships and risk sharing.
- Develop methods for determining costs for all forms of transportation (e.g., cycling - cost of bike paths).

Obstacles

Two obstacles were identified which could prevent the successful implementation of the strategies:

- There is public resistance to either increased taxes or user fees.
- Politicians are concerned about cutting budgets and/or services.

Actions

The following actions were proposed to overcome the obstacles and implement the strategies:

- Institute a system of taxes/user charges (eg: fuel tax, parking rates, roadway pricing) commensurate with the full cost of the service used.
- Limit expenditure on road expansion.
- Develop different approaches to priorizing expenditures such as reallocating revenues to benefit less polluting modes such as cycling, walking and transit.
- Provide access to local municipalities to funding mechanisms such as taxation, development charges and other allocative mechanisms.
- Reassess transfer payments, revenue-sharing and general forms of taxation (especially at the federal level); link funding priorities and methods to achievement of the vision.
- Discourage federal government from the idea of applying GST to public transit.
- Finance the development of an urban transportation research fund to facilitate information exchange, research, demonstration projects and monitoring progress toward the vision.
- Initiatives should be subject to economic impact studies.
- Ensure continuation of government funding for government transportation initiatives.
- Shift funding emphasis from large capital projects to management/operation of land use/transportation planning activities which support the vision.

TRANSIT

Strategies

Symposium delegates discussed methods of providing higher quality transit service to increase its attractiveness relative to the private auto. Common strategies in this regard were as follows:

- Ensure integration of transit with other modes of transportation.
- Level the playing field by exposing/equalizing/removing hidden subsidies for automobiles.
- Determine needs of all groups of current and potential transit users, and provide and market services to meet these needs.
- Operate transit systems as client-oriented businesses by improving service delivery, increasing flexibility and ensuring convenience so that transit becomes a much more attractive option.
- Promote public education campaigns that aim to change behaviour and attitudes (beginning with youth).
- Strengthen the consultation processes; (e.g., give unions increased opportunities to provide input).

Obstacles

A number of obstacles to implementing such strategies were identified by delegates including:

- The playing field is not consistent or level - it fluctuates over time and there are hidden costs and subsidies.
- Declining funding levels (especially operating funds) mean decreased services; without change the problem will get worse.
- Transit is perceived as a social service as well as a transportation mode.
- Bureaucracy works against making changes in a timely manner.
- Low density single use land use provides disincentive to walking and transit.
- Current systems lack the flexibility to respond to the market.
- Institutional barriers, such as collective agreements, make changes difficult.
- Inconsistent policies/actions between jurisdictions and orders of government create confusion.
- There is political/public inertia to change (costs are increasing; revenues are going down; change is going in the wrong direction).

Actions

Specific actions that can be taken to address strategies and assist in overcoming obstacles were as follows:

- Develop transit strategy to overcome negative perceptions and flaws in current systems.
- Work diligently to improve funding levels.
- Make employer provide transit passes a non-taxable benefit.
- Promote transit to municipal and regional governments (as appropriate).
- Design a customer-driven system: target specific markets and serve these well (tailoring services to sizes and needs of specific communities).
- Multiple transit agencies in an urban area should jointly define respective roles and clients.
- Management should discuss service with front-line staff.
- Focus on education of all stakeholders (e.g., hidden auto subsidies, environmental, social and financial benefits of transit).
- Work with unions to improve flexibility in the system.
- Act cooperatively to ensure the needs of the entire urban area are met.
- Integrate modes of transportation in coordinated transportation and land use plans.
- Give transit priority at traffic signals, with HOV lanes, etc.
- Involve community groups to develop service standards at the local level.
- Use social subsidies for fare reduction where appropriate.
- Provide intermodal integration (eg: park-and-ride, transfer stations).

SYSTEM OPTIMIZATION

Strategies

Delegates discussed ways to optimize the use of existing transportation systems to move people and goods and improve effectiveness. They generally agreed on the following common strategies:

- Make the best use of underused facilities - rail/utility corridors as well as existing right-of-ways.
- Protect transit services through priority measures.

- Encourage less inter-agency competition and more cooperation; adopt more of a problem-solving approach.
- Optimize the movement of people and goods by all modes.
- Take steps to spread peak periods.
- Sensitize the public to the critical importance of optimizing the use of existing facilities/services.
- Establish transportation prices on the basis of real cost/congestion pricing.
- Implement a parking policy that discourages all day (ie: commuter) use.
- Remove restrictions to land use mix choices.
- Create public/private partnerships (mutual benefits are possible).

Obstacles

A number of obstacles were identified which could prevent the successful implementation of the strategies:

- There is a lack of common jurisdictional mandates to seek solutions.
- There is a conflict of uses and lost flexibility (e.g., values favour the private automobile).
- Competition between municipalities and lack of coordination hinders progress.
- There is a social stigma associated with transit use.
- There is a lack of political acceptance for new road pricing "taxes".
- There is poor control over the creation of parking lots (proliferation of "interim" parking on re-development sites for example).

Actions

The following actions were proposed to overcome the obstacles and implement the strategies:

- Create a multi-agency vision and commitment to work toward solutions.
- Encourage telecommuting.
- Review the federal legislation and role - encourage rail companies to contribute to solutions.
- Optimize peak use of facilities.
- Reduce or eliminate capital intensive transportation projects until more effective solutions are proven.
- Control parking lot creation/expansion.
- Give consideration to lower cost alternatives first.
- The assessment system treats parking lots as undeveloped land; change the system to provide incentive for other uses and disincentive to options such "interim" parking on vacant lots.
- Take a multi-modal approach to transportation and land use programs.
- Achieve better coordination of urban and inter-urban systems.
- Provide better management of trucking movements, especially in peak periods.

AUTOMOBILES

Strategies

Delegates discussed ways to create an environment in which automobiles can play a more balanced role. They generally agreed on the following common strategies:

- Rethink the "mobility" concept recognizing that less vehicular traffic is feasible and necessary for sustainable cities.
- Encourage the use of smaller, cleaner and more economical motor vehicles.
- Exercise control over parking to reduce usage.
- Charge car users the real costs of auto use (through road pricing and tolls).
- Encourage ride sharing and reward the users.
- Use parking supply and pricing as a policy lever.
- Sensitize the public on the sensible, rational use of different modes of transportation.
- Design and operate roads to encourage other modes.

Obstacles

Three obstacles were identified which could prevent the successful implementation of the strategies:

- There is poor public perception of the true cost and benefits of auto use.
- The public needs to change its perception of the need for, and use of automobiles.
- The provision of free/subsidized parking hinders change.

Actions

The following actions were proposed to overcome the obstacles and implement the strategies:

- Provide information/education programs on the value of alternate modes.
- Encourage ride sharing.
- Use incentives to recognize those who are evolving toward a new vision including rewarding employers who relocate close to transit stations.
- Initiate road pricing schemes.
- Design pedestrian-friendly streets.
- Apply traffic-calming measures to reduce vehicle speeds and intrusion of autos in neighbourhoods.
- Review road design standards.

PARKING

Strategies

Delegates discussed ways to plan parking supply and price to be in balance with walking, cycling, transit and auto priorities. They generally agreed on the following common strategies:

- Launch a public information program on the importance of parking supply and price in sustainable cities.
- Set maximum parking standards for various types of land use, and prohibit parking as a stand-alone use.
- Reduce parking requirements for development at transit nodes.
- Balance parking and transit subsidies.
- Design parking lots to favour transit/people first, by appropriate arrangement of lots to give priority access by pedestrians and transit riders to buildings.
- Encourage short term parking by increasing all day parking rates..

Obstacles

A number of obstacles were identified which could prevent the successful implementation of the strategies:

- The business community and private parking concessions resist change.
- Free parking is common in suburban areas.
- Free parking spaces are not taxed while monthly transit passes are.
- Parking facilities are perceived as unsafe.
- Municipalities may have no control over parking prices.

Actions

The following actions were proposed to overcome the obstacles and implement the strategies:

- Convert subsidies into tax allowances.
- Create parking reserve funds.
- Change zoning by-laws to provide maximum and minimum supply standards for various land uses.
- Amend tax regulations to level the playing field (tax benefits for using transit).
- Provide secure free parking for bicycles, with bike-and-ride facilities at transit stations.
- Increase long term rates; decrease short term rates (merchants could subsidize short-term parking).
- Modify legislation to allow municipalities to affect private lot supply/price.
- Locate community development near bus stops and rapid transit stations.
- Develop and expand park & ride facilities at suburban transit stations.
- Municipalities should apply supply and price management to control parking.
- Retail outlets should face the street with parking behind.

ENVIRONMENT

Strategies

Delegates discussed ways to ensure that urban transportation decisions protect and enhance the environment. They generally agreed on the following common strategies:

- Inform and educate the public on the environmental implications of urban planning and land use decisions.
- Document the empirical evidence related to those environmental implications and make it available to the public to support and influence decision-making.
- Encourage walking, cycling and transit as alternative modes.

Obstacles

An obstacle which could prevent the successful implementation of the strategies was noted:

- There is a current public bias toward consumptive behaviour.

Actions

Three actions were proposed to overcome the obstacle and implement the strategies:

- Implement a monitoring system to test vehicle emissions on roadways and enforce increasingly higher standards.
- Promote walking, cycling and transit systems and connections.
- Apply demand management.

DEMAND MANAGEMENT PRACTICES

Strategies

Delegates discussed ways to ensure that demand management practices are successfully implemented. They generally agreed on the following common strategies:

- Introduce road pricing.
- Obtain support for employer based programs.
- Use taxes or regulations to eliminate free parking downtown and at other major destinations.

Obstacles

An obstacle was identified which could prevent the successful implementation of the strategies:

- Making downtown less accessible to autos may adversely affect merchants and the city's economic prosperity.

Actions

The following actions were proposed to overcome the obstacle and implement the strategies:

- Develop pedestrian, cycle and transit links to provide alternatives to the auto.
- Increase license fees for less energy efficient autos.
- Improve equity in tax treatment of various types of fees.
- Apply user fees and development charges dedicated to transportation improvements.
- Target areas and times of road congestion in applying road pricing and parking rates.
- Support tax reform with the underlying principle of progressivity.
- Move increasingly towards policies that charge users for actual transportation costs.
- Encourage auto travel reduction through incentives and changes to the tax system.
    - Federal emission reduction program, similar to the US Clean Air Act.
    - Federal tax break for employers who reduce auto travel to work.
    - Encourage employees through awards.
- Support research to make linkages between modes of travel and employee performance.
- Charge the true cost of parking and apply parking supply and price management.
- Encourage flexible work hours.
- Promote ride sharing in conjunction with a system of HOV lanes.
- Encourage telecommuniting and teleworking.
- Provide improved communications, information and control systems to enable more efficient use of the transport system.

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OVERALL CONCLUSION

We all have much to learn from one another in articulating and working towards an improved urban transportation vision. The FCM/TAC/CIP symposium was an important step along this road.

The goal of this working symposium was to develop strategies and action plans that can be used by each Canadian city in achieving sustainable urban transportation systems that support cleaner, more economically competitive and socially desirable urban areas.

The challenge of the future will be to communicate these messages widely and encourage politicians, industry leaders, and the public to adopt these strategies and to take the actions outlined in this Agenda for Action.

CONSENT AGENDA

Transport and Environment Committee
Monday, 1995 January 23
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. **ADOPTION OF THE MINUTES**

Minutes of the Meeting held 1994 December 4

B. **DIRECTOR OF TRAFFIC SERVICES**

i. **Parking Regulations**

(a) Nos. 631 and 635 Rexford Drive

(b) Ray Street South between
Main Street West and George Street

(c) East Side of Independence Drive
North of Adler Avenue

(d) No. 34 Dunsmure Road
Request for a Wheelchair Loading Zone

(e) Apartment Building at No. 40 Oxford Street North
Application for a Time Limit Exemption Permit

(f) No. 414 Paling Avenue
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

(g) No. 52 Mars Avenue
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

(h) No. 283 Paling Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(i) B & T Supermarket
113 - 119 Park Street North
Discharge of Commercial Boulevard Parking Agreement

(j) Highridge Avenue

(k) No. 12 East 23rd Street
Request to Remove a Wheelchair Loading Zone

(l) North Side of Carling Street

(m) North and East Sides of Chedmac Drive

(n) Philpott Memorial Church, No. 89 - 91 Vine Street
Discharge of a Commercial
Boulevard Parking Agreement

(o) Leona Court

(p) South Side of Burton Street between
Douglas Street and Cheever Street

(q) Dorval Street beside No. 910 Upper Sherman Avenue
Request for a Wheelchair Loading Zone

(r) School Bus Loading Zone on Bonaparte Way
Adjacent to St. Marguerite D'Youville School

(s) No. 292 Cumberland Avenue
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(t) Oak Avenue, South of Barton Street East

(u) West Side of Berkindale Drive
between Ballamy Road and Roxborough Avenue

(v) Apartment Building at No. 75 Bold Street
Application for a Time Limit Exemption Permit

(w) West Side of East 19th Street, South of Concession Street

(x) No. 280 Hughson Street North
Request for a Loading Zone

(y) No. 183 Caroline Street North
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

(z) No. 39 Cheever Street
Request to Removal a Wheelchair Loading Zone

(aa) No. 20 Aikman Avenue
Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

(bb) West Side of King's Forest Drive

(cc) East Side of Magnolia Drive
north of Leclaire Street - Taxi Stand

(dd) Aurora Street

(ee) West Side of East 27th Street
south of Fennell Avenue East

ii. **Intersection Control**

Intersection of King's Forest Drive and Nova Drive

iii. **Bus Stop Relocation**

(a) Upper Gage Bus Route

(b) Limeridge Bus Road

(c) Cannon Bus Route, City of Hamilton

iv. **Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware**

v. **Appointment of Parking Control Officers**

vi. **Neighbourhood Watch Program**

Kennedy West Neighbourhood

C. **DIRECTOR OF PUBLIC WORKS**

Proposed Alteration of
Munn Street between Upper Sherman Avenue and East 36th Street
and East 36th Street between Queensdale Avenue and Munn Street

D. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

Street Incorporation

D. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

Monday, 1994 December 5
9:30 o'clock a.m.
Room 233, City Hall

2(a)

The Transport and Environment Committee met.

There were present:	Alderman H. Merling, Chairman Alderman M. Kiss Alderman G. Copps Alderman D. Agostino Alderman T. Jackson Alderman F. D'Amico
Absent:	Mayor R. M. Morrow, City Business Alderman V. J. Agro, City Business Alderman B. Morelli, City Business
Also present:	Alderman M. Caplan Alderman D. Wilson Alderman B. Charters Ms. B. Price, Hamilton Safety Council Mr. J. G. Pavelka, Chief Administrative Officer Mr. D. Lobo, Director of Public Works Mr. C. Firth Eagland, Public Works Department Mr. R. Meiers, Public Works Department Mr. M. Main, Director of Traffic Services Mr. M. Hazel, Traffic Department Mr. H. Solomon, Traffic Department Mr. T. Gill, Roads Department Mr. G. Aston, Road Department Mr. P. J. Halliday, Environmental Services Department Mr. V. Terluk, Environmental Services Department Mr. R. Buckle, Property Department Ms. Sciullo Ms. S. Skinner Ms. Skewes Ms. P. Lindamen Mr. T. Grant Ms. H. Ryan Ms. L. Orban Ms. L. O'Grady Mr. G. Korz Mr. N. Siglione Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Intersection of East 15th/East 16th Streets and Fennell Avenue East School Crossing Guard Request**

At the request of the Chairman, the Committee agreed to table this item to the next meeting.

(b) **Intersection of Bond Street North and Devon Place Intersection Control**

The Committee was in receipt of a report dated 1994 September 21 from the Director of Traffic Services respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

That four-way stop control be implemented at the intersection of Bond Street North and Devon Place and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Fence - Rear of 28 Village Drive**

The Committee was in receipt of an information report dated 1994 December 29 from the Senior Director of the Roads Department respecting fencing on City road allowances. The Committee was further in receipt of correspondence from Mr. Claudio Sciullo to Mr. Joe Schatz, City Clerk dated 1994 November 8 respecting the subject matter as well as other correspondence respecting this issue.

Ms. Sciullo appeared before the Committee and expressed her concern with the fence that had been erected by her neighbour and the problems that it was causing. Alderman Agostino described the issue at the corner of Village Drive and Adorn Street and stated that there is a visibility problem caused by the fence for cars backing out of the Sciullo's driveway. He indicated that this issue requires action and requested that staff look at the issue and report back to the Committee.

Following a brief discussion, the Committee approved the following recommendation:

That the Director of Traffic Services be directed to investigate the location of the fence at the rear of 28 Village Drive and report back to the Transport and Environment Committee at its next meeting.

(d) **Hester Street and Greenhill Drive**
School Crossing Guard Request

The Committee was in receipt of a report dated 1994 November 25 from the Director of Traffic Services respecting the subject matter.

Mr. Main reviewed the contents of his report and the recommendation contained therein that a School Crossing Guard not be assigned to this intersection.

Ms. Sue Skinner and a large delegation of residents in the area appeared before the Committee and presented a petition signed by 300 parents of children attending the school requesting that a School Crossing Guard be assigned to this intersection. Ms. Skinner reviewed the problems encountered by children attempting to cross at this intersection and suggested that it was only a matter of time before a child was seriously hurt.

Following considerable discussion, the Committee approved the following recommendation:

(a) That a School Crossing Guard be assigned to the intersection of Hester Street and Greeningdon Drive; and,

(b) That the Hamilton-Wentworth Regional Police and Traffic Department Parking Control staff be directed to continue monitoring the intersection for parking violations and stop sign violations; and,

(c) That the existing "No Parking" regulation at the intersection of Hester Street and Greeningdon Drive be replaced with "No Stopping" regulation and that the City Traffic By-law 89-72 be amended accordingly.

(e) **Request for Sidewalk Reconstruction - 456½ Cannon Street**

The Committee agreed to table this item until its next meeting.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

i. The minutes of the meeting held 1994 October 3 were adopted as circulated to the Committee.

ii. The minutes of the meeting held 1994 October 17 were adopted as circulated to the Committee.

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **John Street North**

The Committee was in receipt of a report dated 1994 October 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That stopping be prohibited on the west side of John Street North from Simcoe Street to 160 feet northerly therefrom; and,

(b) That stopping be prohibited on the east side of John Street North from Simcoe Street to a point 151 feet northerly therefrom; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(b) **No. 110 - 57 Forest Avenue**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 November 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Permit Parking" regulation be implemented on the south side of Forest Avenue commencing at a point 128 feet west of John Street South and extending to a point 23 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(c) **East Side of David Avenue**
between South Bend Road East and Crestwood Drive

The Committee was in receipt of a report dated 1994 October 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the east side of David Avenue which commences at Crestwood Drive and extends to a point 152 feet northerly therefrom be shortened such that the regulation commences at Crestwood Drive and extends to a point 68 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(d) **Dunsmure Road between Walter Avenue North and Adeline Avenue**

The Committee was in receipt of a report dated 1994 October 13 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Alternate Side Parking" regulation on Dunsmure Road between Walter Avenue North and Adeline Avenue be replaced with a "No Parking" regulation on the south side and unrestricted parking on the north side of the street and that the City Traffic By-law 89-72 be amended accordingly.

(e) **No. 345 Tragina Avenue North Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1994 October 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Stopping, Wheelchair Loading Only, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the west side of Tragina Avenue North commencing at a point 66 feet south of Vansitmart Avenue and extending to a point 23 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(f) **No. 313 Bold Street Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1994 October 12 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Bold Street commencing at a point 168 feet east of Locke Street South and extending to a point 22 feet easterly therefrom; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Messina, No. 313 Bold Street; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(g) **Avondale Avenue between Beach Road and Gertrude Street**

The Committee was in receipt of a report dated 1994 October 12 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 8:00 p.m., Monday to Friday" regulation on both sides of Avondale Avenue between Beach Road and Gertrude Street be removed and that the City Traffic By-law 89-72 be amended accordingly.

(h) **Intersection of Quigley Road and Angus Road**

The Committee was in receipt of a report dated 1994 October 17 from the Director of Traffic Services respecting the subject matter.

Following a brief discussion, the Committee approved the following amended recommendation:

That a "No Parking" regulation be implemented on the north side of Angus Road commencing at Quigley Road and extending to Selway Court and that the City Traffic By-law 89-72 be amended accordingly.

(i) **East Side of Grosvenor Avenue North immediately South of Campbell Avenue**

The Committee was in receipt of a report dated 1994 October 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Grosvenor Avenue North between Campbell Avenue and a point 80 feet southerly be removed and that the City Traffic By-law 89-72 be amended accordingly.

(j) **North Side of Roxborough Avenue West of Kenilworth Avenue North**

The Committee was in receipt of a report dated 1994 October 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, Loading Zone" on the north side of Roxborough Avenue commencing at a point 30 feet west of Kenilworth Avenue and extending to a point 36 feet westerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

(k) **No. 168 Stanley Avenue**
Request to Rescind a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 October 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the by-law entry allowing for a "Permit Parking" regulation on the north side of Stanley Avenue from a point 527 feet east of Dundurn Street South to a point 25 feet easterly therefrom, be rescinded.

(l) **South side of King William Street, East of John Street North**
Request for a Commercial Vehicle Loading Zone

The Committee was in receipt of a report dated 1994 November 9 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Commercial Vehicle Loading Zone, 9:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the south side of King William Street commencing at a point 64 feet east of John Street North and extending to a point 22 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(m) **No. 356 Fairfield Avenue**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 October 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Fairfield Avenue commencing at a point 38 feet north of Vansitmart Avenue and extending to a point 27 feet northerly therefrom; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Cardwell, No. 356 Fairfield Avenue; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(n) **Whitney Avenue between Main Street West and Mericourt Road**

The Committee was in receipt of a report dated 1994 October 26 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "One Hour Parking Time Limit, 8:00 a.m. to 11:00 p.m., Monday to Saturday" regulation on the south side of Whitney Avenue which commences 108 feet west of Mericourt Road and extends to a point 170 feet westerly therefrom be shortened such that the regulation commences 108 feet west of Mericourt Road and extends to a point 150 feet westerly therefrom; and,

(b) That the existing "No Parking" regulation on the south side of Whitney Avenue which commences 278 feet west of Mericourt Road and extends to a point 152 feet westerly therefrom be extended such that the regulation commences 258 feet west of Mericourt Road and extends to a point 172 feet westerly therefrom; and,

(c) That the existing by-law entry allowing for the implementation of a "No Parking, 6:00 p.m. to 8:00 a.m., Monday to Saturday" regulation on the south side of Whitney Avenue from 108 feet west of Mericourt Road to a point 25 feet westerly therefrom be rescinded; and,

(d) That the City Traffic By-law 89-72 be amended accordingly.

(o) **Hunter Street West**

The Committee was in receipt of a report dated 1994 October 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That stopping be prohibited on the south side of Hunter Street West from 135 feet west of Locke Street South to a point 170 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(p) **Lucerne Avenue**

The Committee was in receipt of a report dated 1994 October 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That stopping be prohibited on the north side of Lucerne Avenue from 50 feet east of Holmesdale Avenue to a point 50 feet west of Holmesdale Avenue and that the City Traffic By-law 89-72 be amended accordingly.

(q) **North Side of Forest Avenue between Aurora Street and Wellington Street South**

The Committee was in receipt of a report dated 1994 October 26 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 1:00 p.m. to 4:00 p.m., every 2nd Tuesday each month, April to November" regulation on the north side of Forest Avenue between the extended west curb line of Aurora Street and Wellington Street South, be replaced with a "No Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly.

(r) **North and East Sides of Leslie Avenue/West 23rd Street adjacent to Colquhoun Park**

The Committee was in receipt of a report dated 1994 October 26 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north and east sides of Leslie Avenue/West 23rd Street commencing at a point 118 feet east of Price Avenue and extending to the north property line of 83 West 23rd Street and that the City Traffic By-law 89-72 be amended accordingly.

(s) **West Side of King's Forest Drive immediately north of Nova Drive**

The Committee was in receipt of a report dated 1994 October 26 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of King's Forest Drive commencing at Nova Drive and extending to a point 88 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(t) **James Street North Removal of a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1994 October 27 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the west side of James Street North commencing at a point 124 feet north of Macauley Street West and extending to a point 20 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(u) **Mary Street between Wilson Street and Kelly Street**

The Committee was in receipt of a report dated 1994 November 1 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "No Parking" regulation on the west side of Mary Street commencing at Wilson Street and extending to a point 278 feet northerly therefrom be replaced with a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation; and,

(b) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of Mary Street between Wilson Street and Kelly Street be replaced with a "No Parking" regulation; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(v) **East Side of Spring Street between King Street East and Main Street East**

The Committee was in receipt of a report dated 1994 October 27 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the east side of Spring Street commencing at a point 123 feet north of Main Street East and extending to a point 30 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(w) **West 3rd Street between Richwill Road and the southerly end of West 3rd Street including the bulb of the Court**

The Committee was in receipt of a report dated 1994 October 27 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of West 3rd Street commencing at Richwill Road and extending to the southerly end including the bulb of the court and that the City Traffic By-law 89-72 be amended accordingly.

(x) **South Side of Newlands Avenue West of Kenilworth Avenue North**

The Committee was in receipt of a report dated 1994 November 2 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the south side of Newlands Avenue which commences at Kenilworth Avenue North and extends to a point 142 feet westerly therefrom be extended, such that the regulation commences at Kenilworth Avenue North and extends to a point 185 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(y) **North Side of Robinson Street, West of James Street South**

The Committee was in receipt of a report dated 1994 November 2 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking - Loading Zone" on the north side of Robinson Street which commences at a point 96 feet west of James Street South and extends to a point 20 feet westerly therefrom, be replaced with a "No Parking" regulation commencing at a point 115 feet west of James Street South and extending to a point 31 feet westerly therefrom, and that the City Traffic By-law 89-72 be amended accordingly.

(z) **No. 240 Fairfield Avenue Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1994 November 2 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the entry in the City Traffic By-law 89-72 allowing for the implementation of a "Permit Parking" regulation on the east side of Fairfield Avenue from a point 368 feet north of Britannia Avenue to a point 18 feet northerly therefrom be rescinded.

(aa) **Crockett Street between East 34th Street and East 35th Street**

The Committee was in receipt of a report dated 1994 November 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the south side of Crockett Street between East 34th and East 35th Streets be shortened such that the regulation commences at East 35th Street and extends to a point 118 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(bb) **South Side of Cumberland Avenue between Cedar Avenue and Balsam Avenue**

The Committee was in receipt of a report dated 1994 November 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Cumberland Avenue, commencing at a point 48 feet east of the extended east curb line of Balsam Avenue and extending to a point 158 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue, upon request one parking permit to the residents of Nos. 431 and 423 Cumberland Avenue and two parking permits to the residents of Nos. 425 and 427 Cumberland Avenue, to a maximum of seven permits.

(cc) **No. 54 Cameron Avenue South Request for a Reserved "Permit Parking" Space for a Disabled Resident**

The Committee was in receipt of a report dated 1994 November 7 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Cameron Avenue South commencing at a point 25 feet north of Central Avenue and extending to a point 28 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Frid, No. 54 Cameron Avenue South.

(dd) **Apartment Building at No. 123 St. Joseph's Drive Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1994 November 7 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue a Time Limit Exemption Permit to Mr. Jason Boult, No. 123 St. Joseph's Drive.

(ee) **No. 7 Ruby Street - Request for a "Wheelchair Loading Zone"**

The Committee was in receipt of a report dated 1994 November 16 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" be implemented on the north side of Ruby Street commencing at a point 32 feet east of Rushdale Drive and extending to a point 38 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(ff) **No. 49 Kinrade Avenue**
Request to Remove a Commercial Vehicle Loading Zone

The Committee was in receipt of a report dated 1994 November 10 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Commercial Vehicle Loading Zone, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation on the west side of Kinrade Avenue, commencing at a point 580 feet south of Barton Street East and extending to a point 36 feet southerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

(gg) **Apartment Building at No. 530 Aberdeen Avenue**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1994 November 17 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue, upon request, one Time Limit Exemption Permit to each of the first seven eligible applicants residing in the apartment building at No. 530 Aberdeen Avenue.

(hh) **Queensdale Avenue West between Upper James and West 2nd Streets**

The Committee was in receipt of a report dated 1994 November 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Queensdale Avenue West commencing at West 2nd Street and extending to a point 68 feet west of Upper James Street and that the City Traffic By-law 89-72 be amended accordingly.

(ii) **No. 16 Nelligan Place**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 November 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the south side of Nelligan Place commencing at a point 231 feet east of Erin Avenue and extending to a point 22 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(jj) **Grenfell Street between Holly Avenue and Benson Avenue**

The Committee was in receipt of a report dated 1994 November 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the south side of Grenfell Street between Holly Avenue and Benson Avenue and that the City Traffic By-law 89-72 be amended accordingly.

(kk) **No. 134 Canada Street**
Request for a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 November 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the north side of Canada Street commencing at a point 194 feet west of Locke Street South and extending to a point 18 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Luigi Mattina, No. 134 Canada Street.

(ll) **Peter Street**

The Committee was in receipt of a report dated 1994 November 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the north side of Peter Street commencing at a point 316 feet west of Queen Street North and extending to a point 40 feet westerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

(mm) **Leslie Avenue between West 33rd Street and West 34th Street**

The Committee was in receipt of a report dated 1994 November 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on both sides of Leslie Avenue between West 33rd and West 34th Streets and that the City Traffic By-law 89-72 be amended accordingly.

(nn) **No. 21 Oak Avenue**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 November 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 9:00 a.m. to 8:00 p.m., seven days a week" regulation be implemented on the west side of Oak Avenue commencing at a point 208 feet north of Cannon Street East and extending to a point 26 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(oo) **No. 1172 Dunsmure Road**
Request to Remove a Reserved
"Permit Parking" Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 November 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Dunsmure Road commencing at a point 78 feet west of Glassco Avenue and extending to a point 20 feet westerly therefrom and on the north side of Dunsmure Road commencing at a point 85 feet west of Glassco Avenue and extending to a point 20 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(pp) **Nos. 320 and 330 Charlton Avenue West**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 November 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 24 hours a day, seven days a week" regulation be implemented on the north side of Charlton Avenue West commencing at a point 120 feet west of Locke Street South and extending to a point 41 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(qq) **No. 939 Central Avenue**
Discharge of Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1994 November 2 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as instrument no. 194290 C.D. to the property at No. 939 Central Avenue be discharged, at the property owner's expense; and,

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and,

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

(rr) **No. 72 Leeming Street**
Discharge of Residential Boulevard Parking Agreement

The Committee was in receipt of a report dated 1994 October 27 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing residential boulevard parking agreement registered as instrument no. 195897 to the property at No. 72 Leeming Street be discharged, at the property owner's expense; and,

(b) That the City Solicitor be directed to process the documents in relation to the discharge of this agreement; and,

(c) That the owner of the property be permitted to execute a revised residential boulevard parking agreement.

ii. **Intersection Control**

(a) **Intersection of Whitney Avenue and Bowman Street**

The Committee was in receipt of a report dated 1994 October 13 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on Whitney Avenue be required to stop for northbound and southbound traffic on Bowman Street and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersection of Carousel Avenue and Fieldway Drive**

The Committee was in receipt of a report dated 1994 October 14 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Carousel Avenue be required to stop for eastbound and westbound traffic on Fieldway Drive and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersection of Hughson Street North and Rebecca Street**

The Committee was in receipt of a report dated 1994 October 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Hughson Street North and Rebecca Street and that the City Traffic By-law 89-72 be amended accordingly.

(d) **Intersection of Appleblossom Drive and Chester Avenue**

The Committee was in receipt of a report dated 1994 October 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Chester Avenue be required to stop for northbound and southbound traffic on Appleblossom Drive and that the City Traffic By-law 89-72 be amended accordingly.

(e) **Intersection of Claudette Gate and Lynette Drive**

The Committee was in receipt of a report dated 1994 November 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That westbound traffic on Lynette Drive be required to stop for northbound and southbound traffic on Claudette Gate and that the City Traffic By-law 89-72 be amended accordingly.

(f) **Intersection of Eastgate Court and Fairington Crescent**

The Committee was in receipt of a report dated 1994 November 1 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Fairington Crescent be required to stop for eastbound and westbound traffic on Eastgate Court and that the City Traffic By-law 89-72 be amended accordingly.

(g) **Intersection of Summercrest Drive and Tara Court**

The Committee was in receipt of a report dated 1994 October 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That northbound traffic on Tara Court be required to stop for eastbound and westbound traffic on Summercrest Drive and that the City Traffic By-law 89-72 be amended accordingly.

(h) **Intersection of Morgan Road and Clifton Downs Road**

The Committee was in receipt of a report dated 1994 October 5 from the Director of Traffic Services respecting the subject matter.

At the request of Alderman D'Amico, the Committee agreed that the item be tabled until the next meeting and placed on the discussion portion of the agenda at that time.

(i) **Intersection of Fairfield Avenue North and Roxborough Avenue**

The Committee was in receipt of a report dated 1994 October 5 from the Director of Traffic Services respecting the subject matter.

Alderman Copps spoke to the issue and following a brief discussion, the Committee approved the following amended recommendation:

That four way stop control be implemented at the intersection of Fairfield Avenue North and Roxborough Avenue and that the City Traffic By-law 89-72 be amended accordingly.

iii. **School Crossing Guard**

Cannon Street East and Wentworth Street North

The Committee was in receipt of a report dated 1994 November 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a School Crossing Guard be assigned to the intersection of Cannon Street East and Wentworth Street North during the morning, lunch and evening school crossing periods.

iv. **Canadian Corps of Commissionaires Annual Billing Rates for 1995**

The Committee was in receipt of a report dated 1994 November 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Canadian Corps of Commissionaires (Hamilton), for parking enforcement services for 1995, in accordance with specifications issued by the Manager of Purchasing and Vendor's tender, as follows:

Position	Billing Rate Per Hour
Sergeant	$11.91
Commissionaire	$10.98

v. **Supply and Delivery of Reflective Sheeting during 1995**

The Committee was in receipt of a report dated 1994 November 15 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to 3M Canada Inc., London, for the supply and delivery of reflective sheeting as and when required during 1995 by the Traffic Department, at the unit prices attached, being the lowest or only bid received in accordance with specifications issued by Purchasing and Vendor's tender, and be financed through Traffic Sign Materials Account No. CH56154 75999.

vi. **Appointment of Parking Control Officers**

The Committee was in receipt of a report dated 1994 November 8 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Lucy Smith
David Jack
John Pelletier

(b) That the following appointments as Parking Control Officers be repealed:

Gordon Peddle
Leo Lavoie
Howard Murray

C. ACTING DIRECTOR OF PUBLIC WORKS

i. **Local Improvement of a Combined Sidewalk and Curb - Brock Street**

The Committee was in receipt of a report dated 1994 October 17 from the Acting Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That City Council enact the By-law to authorize an increase in the City's Share of $8,600. for the construction of local improvements of a combined sidewalk and curb on the south side of Brock Street from John Street North to approximately 24 m east of Hughson Street North.

ii. **Proposed Alteration of Ferguson Avenue North between Cannon and Barton Streets**

The Committee was in receipt of a report dated 1994 October 26 from the Acting Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That the proposed alteration of Ferguson Avenue North from Cannon to Barton Street to provide for a road width varying from 8.5 m to 11.0 m, be advertised under Section 300 of the Municipal Act being Chapter M.45 of the Revised Statutes of Ontario 1990 and that the necessary By-law be prepared by the Director of Public Works and advertised by the City Clerk.

iii. **Closure of Public Works Department Streets Division Capital Projects**

The Committee was in receipt of a report dated 1994 October 26 from the Acting Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That the City Treasurer be directed to close the following Capital Project account with any excess funding to be transferred to its original source of funding:

Capital Centre Number	Project Description	Authorized Gross Cost	Expended/ Committed To Date	Balance Available	Source of Funding
CF 5200 60865100 1	Centralized Computer Control System	$300,000.	$299,971. 28	$28.72	Reserve for Capital (Unclassified) & Debentures

iv. **Tire Contract**

The Committee was in receipt of a report dated 1994 November 7 from the Acting Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That the Acting Director of Public Works be given the authority to extend the existing tender and terms of agreement with Jensen Tire for the sale and maintenance of tires to 1995 April 28.

D. <u>COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES</u>

i. **Encroachment Agreement: 115 Park Avenue North**

The Committee was in receipt of a report dated 1994 November 7 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the application of the Chau, Hung Tam, owner of 115 Park Street North to erect and maintain the encroachment of an awning measuring 0.91m x 12.91m onto the Park Street road allowance, be approved provided:

(a) That the owner enter into an agreement satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the applicant pay a first year fee of $252. and an annual fee of $20.

ii. **Proposed Closure of Gerrard Street from Sherman Avenue North to 100.489 m westerly**

The Committee was in receipt of a report dated 1994 November 23 from the Senior Director of Roads respecting the subject matter.

At the request of Alderman Copps, the Committee agreed to table this item and that it be placed on the discussion portion of the next Committee meeting agenda.

iii. **Encroachment Agreements**

The Committee was in receipt of a report dated 1994 November 25 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations outlined on Appendix "A", appended hereto, be approved provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

iv. **1994 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1994 November 18 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedule of works be adopted for inclusion in the Modified Subdivision Agreement with the Owners for the estimated costs of services on:

"LAND SEVERANCE APPLICATIONS H-46 TO 49-94", Hamilton
City's Share $ 2,635. Owner's Share - $23,892

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Modified Subdivision Agreement with the Owners of "Land Severance Applications H-46 to 49-94", Hamilton as well as any other related documents required for this development subject to the approval of the City Solicitor; and,

(c) That additional funding in the amount of $ 45,000. for the City's share of municipal services in "Beaverton Estates", subdivision originally approved by Council on June 29, 1990, be approved; and,

(d) That the City's share of services for "Beaverton Estates", Hamilton ($ 45,000) and "Land Severance Applications H-46 to 49-94", Hamilton ($ 2,635), be approved and that the Finance and Administration Committee recommend the source of funding for these projects.

v. **Street Incorporation**

The Committee was in receipt of a report dated 1994 November 24 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City land be incorporated into the streets:

Gardiner Drive	Block 11	Plan 62M-333
Terni Boulevard	Block 30	Plan 62M-733
Ewen Road	Part 1	Plan 62R-6555
Upper Wellington Street	Parts 4,6,8,9	Plan 62R-12407
Jacqueline Boulevard	Part 2	Plan 62R-13161

(b) That the By-laws to carry out the incorporation of the said land into the foregoing streets be enacted by City Council.

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-laws.

E. **DIRECTOR OF PUBLIC WORKS**

i. **Option to Purchase**
Release of Right-of-Way
874 West 5th Street

The Committee was in receipt of a report dated 1994 November 17 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

(a) That an Option to Purchase, duly executed by Marilyn Bruzzese on 1994 October 31 and scheduled to close on or before 1995 February 3 for firstly, a release subject to the terms of this Option of all rights, title and interest of the owner in her right-of-way over the City land known municipally as 874 West 5th Street, Hamilton, more specifically being described as Parts 1 and 2 on Plan 62R-11971. Secondly, a release subject to the terms of this Option of all rights, title and interest of the owner in her right-of-way over the remainder of the City land known municipally as 874 West 5th Street, Hamilton, more specifically being described as Part 3 on Plan 62R-11971, be approved and completed and the purchase price of $2. be charged to Account No. CH5X303 00107 (Reserve for City's Share of Services through Unsubdivided Lands); and,

(b) That it is understood and agreed that all the rights, title and interest of the Owner in her right-of-way over the City land being Part 3, Plan 62R-11971 are to cease at such time as Part 3, Plan 62R-11971 and Part 5, Plan 62R-11860 are incorporated into the road allowance for the highway extension of Annabelle Street, Hamilton; and,

(c) That it is understood and agreed that the closing of this Option to Purchase be conditional upon the City of Hamilton registering a by-law lifting the One Foot Reserve being Parcel "E", Plan 823 by incorporating said Parcel into the public highway known as Annabelle Street, Hamilton; and,

(d) That the owner agrees that her sale of the said release to the City shall be carried out by the owner entering into a release agreement or a quit claim deed as may be required by the City on closing; and,

(e) That the City Solicitor be directed to prepare all the necessary documents; and,

(f) That the Mayor and City Clerk be authorized and directed to execute the necessary documents.

ii. **Sale of One Foot Reserve**
Part 27, Plan 62R-11788
Part of 273 Limeridge Road West

The Committee was in receipt of a report dated 1994 November 7 from the Director of Property respecting the subject matter.

The Committee approved the following recommendation:

That a One Foot Reserve measuring 0.305 metres x 53.146 metres (1 foot x 174 feet) more or less, being composed of part of Lot 17, Concession 7, shown as Part 27 on Plan 62R-11788 be conveyed to the Region for the sum of $1. and be credited to Account No. CH4X501 00102 (Reserve for Property Purchases).

F. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

i. **Information Reports**

The Committee was in receipt of an report dated 1994 November 28 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the sub-joined list of Information Reports that were previously distributed to the Transport and Environment Committee, be received:

1994 September	Ontario Good Roads Association	Municipal Routes Bulletin	1994 October 31
1994 October 25	J. G. Pavelka, C.A.O.	Update on Henkel Site - 1994 October	1994 October 28
1994 November 16	Ontario Good Roads Association	Municipal Routes Bulletin	1994 October
1994 November 18	Acting Director of Public Works	"Street Smart" Lighting Program Conversion to High Pressure Sodium	1994 November 18
1994 November 18	Acting Director of Public Works	Enhanced Streetscaping Cost Share and City Traffic Island Programs	1994 November 22

ii. **Ontario Good Roads Association Annual Conference**
1995 February 19 to February 22
Royal York Hotel, Toronto

The Committee was in receipt of a report dated 1994 November 28 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Chairman or his designate be authorized to attend the Ontario Good Roads Association Annual Conference to take place on 1995 February 19 to February 22 Royal York Hotel, Toronto, Ontario.

(b) That costs for attendance be charged to Aldermen Travel Account No. CH55201 10010 from the 1994 Operating Budget.

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

Premier Waste Systems Ltd. Application to Amend
Provisional Certificate of Approval No. A100210

The Committee was in receipt of a report dated 1994 November 30 from the Senior Director of Environmental Services respecting the subject matter.

Mr. Halliday spoke to the issue and reviewed the contents of his report. He stated that this was a standard request and that the Department had no problems with the issuance of this approval.

Mr. N. Siglione from Premier Waste Systems Ltd. appeared before the Committee and indicated that the concerns addressed by the Fire Department in Mr. Halliday's report had been addressed by Premier Waste Systems.

Following a brief discussion, the Committee approved the following recommendation:

(a) That the West Central Branch of the Ministry of the Environment and Energy (M.O.E.E.) be advised that the City of Hamilton has no objection to Premier Waste Systems receiving an amendment to their Certificate of Approval No. A100210, located at 306 Lake Avenue North, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry and that all applicable City By-laws are complied with fully; and,

(b) That a copy of this report be forwarded to the West Central Branch of the Ministry of the Environment and Energy (M.O.E.E.) for their consideration in the preparation of the amendments to the Certificate of Approval which regulate the operation of Premier Waste Systems.

Subsequently, the Committee directed that the Fire Department Staff inspect the Premier Waste Systems site after 30 days, 60 days and 90 days to ensure that Premier Waste Systems Ltd. complies with the recommendations contained aforementioned report and report back to the Transport and Environment Committee on their findings.

4. DIRECTOR OF TRAFFIC SERVICES

(a) **Trevi Road/Greenshire Drive and Upper Paradise Road Rice Avenue and Sanatorium Road - School Crossing Guard**

The Committee was in receipt of a report dated 1994 October 26 from the Director of Traffic Services respecting the subject matter.

At the request of Alderman D'Amico, the Committee agreed that the item be tabled in order that a delegation be heard on the issue at the next meeting.

(b) **Intersection of Belmont Avenue and Roxborough Avenue Intersection Control**

The Committee was in receipt of a report dated 1994 November 25 from the Director of Traffic Services respecting the subject matter.

Alderman Drury spoke to the issue and indicated that a four-way stop control was necessary at this intersection. Alderman Merling indicated that he along with Alderman Morelli had also looked at this intersection and felt that a four-way stop control was necessary.

Following a brief discussion, the Committee approved the following amended recommendation:

That four-way stop control be implemented at the intersection of Belmont Avenue and Roxborough Avenue and that City Traffic By-law 89-72 be amended accordingly.

The Committee further directed that the Traffic Department report back to the Committee on the effect of this implementation after a 6 month period

(c) **Intersection of Ottawa Street South and Sherbrooke Street**

The Committee was in receipt of a report dated 1994 November 23 from the Director of Traffic Services respecting the subject matter.

Alderman Merling indicated that he had an opportunity to investigate this request and indicated that he felt that a three-way stop control at this intersection was necessary.

Following a brief discussion, the Committee approved the following amended recommendation:

That three-way stop control be implemented at the intersection of Ottawa Street South and Sherbrooke Street and that the City Traffic By-law 89-72 be amended accordingly.

The Committee further directed that the Traffic Department report back to the Committee on the effect of this implementation after a 6 month period.

(d) **Intersection of Maple Avenue and Garside Avenue South**

The Committee was in receipt of a report dated 1994 November 2 from the Director of Traffic Services respecting the subject matter.

Following a brief discussion, the Committee approved the following amended recommendation:

That four-way stop control be implemented at the intersection of Maple Avenue and Garside Avenue South and that the City Traffic By-law 89-72 be amended accordingly.

(e) **Staffing Complement of Traffic Signal Employees**

The Committee was in receipt of a report distributed at the meeting dated 1994 November 22 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That, when a vacancy occurs in either the position of Traffic Signal Specialist or the position of Traffic Signal Technician, either a Traffic Signal Specialist or a Traffic Signal Technician may be posted as a replacement.

5. **DIRECTOR OF PUBLIC WORKS**

Leaf and Yard Waste Management

The Committee was in receipt of a report which was previously distributed dated 1994 December 2 from the Director of Public Works respecting the subject matter.

Mr. Chris Firth-Eagland spoke to the issue and described the report, the recommendation and the background information contained therein.

Following discussion, the Committee approved the following recommendation:

(a) That in accordance with the Provincial Government's 3Rs Regulations which mandate leaf and yard waste composting effective January 1, 1995, consideration be given in the 1995 current budget deliberations for the Director of Public Works to initiate a leaf and yard waste management plan in accordance with the following criteria:

i. **Education**

A primary focus will be placed on a comprehensive education and promotional campaign to encourage citizen participation in mulching and recycling of leaf and yard waste as opposed to the collection of this compostable material. The campaign would involve mascots, pamphlets, newspaper advertising, radio commercials, billboards on Public Works vehicles, workshops and visits to area schools at a cost not to exceed $106,000.; and,

ii. **Backyard Composters**

The City of Hamilton should fully support the use of backyard composters and offer a financial contribution to the Region of Hamilton-Wentworth's campaign in the amount of $14,000. to encourage the Region to enhance their backyard composting program through a specific "blitz" of subsidized composters for the target area, Crown Point East neighbourhood, to assess the merits of composting in diverting waste; and,

iii. **Leaf and Yard Waste Collection/Diversion Alternatives**

Recognizing that the 3Rs dictate that municipalities must provide collection or acceptance of leaf and yard waste in a manner that is reasonably convenient to the generator, a range of diversion and collection variables must be studied. The evaluation of available methodologies will lead to an optimum understanding of service and cost implications with a 1995 current budget cost not to exceed $20,000.

Information from these pilot projects would be applied to the entire City area for a cost/waste diversion analysis in a report to Committee and Council in anticipation of a City wide collection program beginning in 1996; and,

(b) That the Regional Municipality of Hamilton-Wentworth be requested to provide convenient leaf and yard waste transfer station services to the City of Hamilton and transportation from the transfer location of all leaf and yard waste collected by the City to a composting facility either operated or contracted by the Region; and,

(c) That the Regional Municipality of Hamilton-Wentworth be requested to include the transfer station tipping fees and composting costs for the City of Hamilton leaf and yard waste within the Regional Levy; and,

(d) That the Regional Municipality of Hamilton-Wentworth be requested to direct any surplus funds from the City of Hamilton portion of the Regional Waste Management levy as a result of the anticipated savings from the new disposal contract in 1996 and the diversion of an estimated 20% leaf and yard waste, to be used for the timely implementation and operation of the City of Hamilton's Leaf and Yard Waste Program, and,

(e) That this proposal be forwarded to the Ministry of Environment and Energy (M.O.E.E.) for their consideration at this time as the costs of implementing a full scale program in light of our contractual commitment would ultimately lead to the cancellation of high priority core programs; and,

(f) That the Director of Public Works be authorized to apply to the M.O.E.E. for grant subsidy for the capital costs in establishing the Leaf and Yard Waste Program.

6. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

(a) **Petition - Extension of Eaglewood Drive**

The Committee was in receipt of a petition from Residents of Ward 7 respecting the extension of Eaglewood Drive.

Following a brief discussion, the Committee agreed that the petition be received and forwarded to the Roads Department Staff in order that a report be prepared for the next committee meeting.

(b) **City Council Referral -**
Durand-Markland Heritage Conservation District Plan

The Committee was in receipt of correspondence dated 1994 October 26 from the City Clerk respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

That Item 60 of the Transport and Environment Committee's agenda for 1994 December 5 respecting the Durand-Markland Heritage Conservation District Plan be tabled and that the Commissioner of Transportation/Environmental Services be directed to host a public meeting within the next three months on the matter of Part Time Turn Prohibition James Mountain Road to Markland Street and report back to the Committee.

7. OTHER BUSINESS

Alderman Agostino indicated that V. Zipeto was present and wished to address the Committee on the issue of pizza delivery in 30 minutes or less and the potential traffic dangers associated with this company promotion.

Following discussion, the Committee agreed that the City Solicitor, Director of Traffic Services and Commissioner of Transportation/Environmental Services report back on the issue of the delivery time of pizza and the issue of traffic safety and neighbourhood safety as a result of the Policy respecting the delivery of pizza in 30 minutes or less respecting what action the Committee can take in this regard and that a delegation be heard on the issue at the next meeting.

8. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN HENRY MERLING, CHAIRMAN
TRANSPORT & ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1994 December 5

/mjw

2(8)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 November 28

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Nos. 631 and 635 Rexford Drive - Parking Regulations.
[TEC-294-94]

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north and east sides of Rexford Drive commencing at a point 94 feet east of the east curb line of Rexford Drive adjacent to No. 631 Rexford Drive and extending to a point 108 feet north of the north curb line of Rexford Drive and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required sign.

BACKGROUND:

The Traffic Department has received a request from Mrs. Bishop, No. 472 Rexford Drive, that a "No Parking" regulation be implemented on the north and east sides of Rexford, in front of Nos. 631 and 635 Rexford Drive, to assist motorists in negotiating a 90 degree turn in the roadway, and to improve visibility at this location.

Rexford has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. An investigation has confirmed that parked vehicles in this area do obstruct two-way traffic flow and visibility to some degree. Therefore, staff concur with the request.

The implementation of the requested regulation would result in a loss of approximately seven legal on-street parking spaces. Staff has contacted the abutting residents to determine their opinions regarding this proposed regulation, one supports the request and one has advised that he has no opinion regarding this matter. However, since virtually all area residents have available off-street parking and since parking would be permitted on both sides of the remainder of the street, the Traffic Department does not anticipate any parking difficulties for area residents.

MT/CVB/kg

LIMERIDGE ROAD EAST
LIMERIDGE ROAD
MOUNTAIN FREEWAY
LEGGETT DRIVE
SHERMAN AVENUE
UPPER GAGE AVENUE
A
AA
C
R-4/S-861
R-4
B2
D/S-400
D/S-337
RT-10/S-337
ROBSON CRESCENT
ROSEWELL STREET
MILLPOND PLACE
REXFORD DRIVE
BARBARA COURT
PRINCIP STREET
RHODES COURT
ROWAN COURT
RANWOOD COURT
C/S-553
D/S-328
D/S-618
LOCONDER DR
DE-3/S-368
RH4
ATHERLEY DRIVE
AVONBRIDGE COURT
ATTFIELD PL
ASHCROFT DRIVE
AMBLECOTE PLACE
AMBRIDGE CT
AVONMORE CT
ASTONWOOD DRIVE
ALCONBURY DRIVE
RAVENBURY
RAMA COURT
RT-10/S-328
ROBERTSFIELD DRIVE
RT-10
R-4/S-925
H/S-331
701
D/S-329
D/S-282
D/S-629
HH/S-8878
RT-10/S-385
STONE CHURCH ROAD EAST
ELEANOR AVE
NORMA JEAN AVE
LEAWAY

26(B)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 November 02

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Ray Street South between Main Street West and George Street - Parking Regulations. [TEC-03-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the east side of Ray Street South commencing at a point 68 feet north of Main Street West and extending to George Street; and

b) That the existing "No Parking" regulation on the east side of Ray Street commencing at Main Street West and extending to a point 68 feet northerly therefrom, be replaced with a "No Stopping" regulation; and

c) That the City Traffic By-law 89-72 be amended accordingly; and

d) That the Director of Traffic Services be authorized to issue upon request, one parking permit to each of the first seven eligible applicants (maximum of one per household) abutting Ray Street South between Main Street West and George Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $84. in revenue each year from the sale of parking permits which would off-set the cost to some degree.

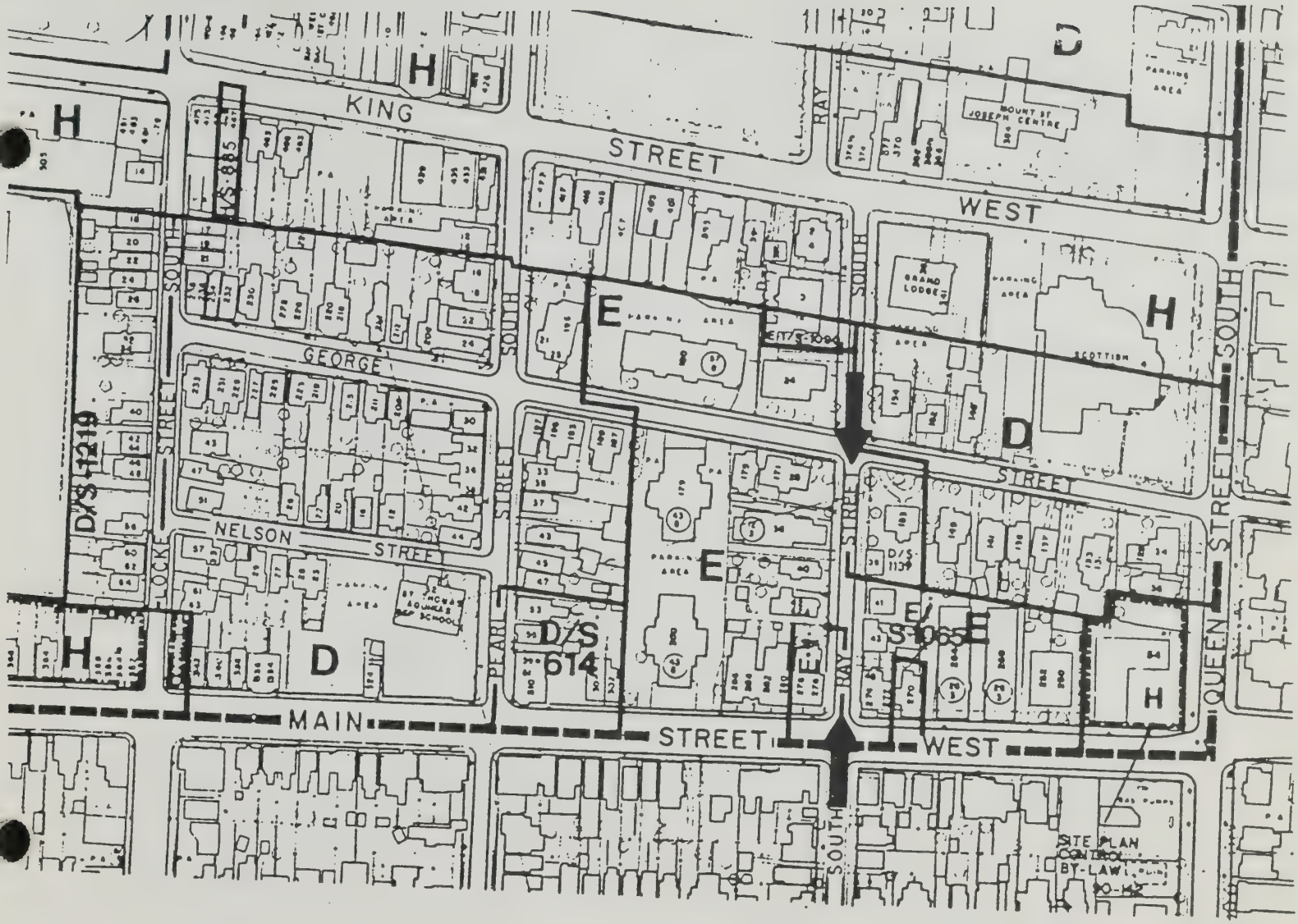
BACKGROUND:

The Traffic Department has received a petition signed by representatives of all six of the one, two, and three family dwellings abutting Ray between Main and George, requesting that a "Permit Parking" regulation be implemented on the east side of the street in this block. Five of the six residents are in favour of the requested regulation, and one is opposed.

Ray has a 22 foot pavement width, and presently, parking is prohibited on the west side and there is a "Two Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of the street in this block. The residents have expressed concern regarding a lack of available on-street parking due to area residents who do not reside in the block. The implementation of the requested regulation will prohibit parking by non-abutting residents.

It was indicated on the petition that a total of six permits are required. An investigation has revealed that there are seven on-street parking spaces on the east side of the street in this block. Therefore, since the demand for permits does not exceed the number of on-street parking spaces, and since 83 percent of the abutting residents are in favour of the requested regulation, the Traffic Department concurs with the request. Also, due to the narrow pavement width, it would be appropriate to replace the existing 68 foot "No Parking" corner clearance on the east side of Ray, immediately north of Main with a "No Stopping" regulation.

CVB/MH/ca



39	40	107
135	127	21
136	92	41

This is not a Legal Document

CITY OF HAMILTON

STRATHCONA

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: East side of Independence Drive, north of Adler Avenue - Parking Regulations. [TEC-04-95]

RECOMMENDATION:

That a "No Parking, Monday to Friday" regulation be implemented on the east side of Independence Drive commencing at a point 104 feet north of Adler Avenue and extending to a point 38 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Alderman Tom Jackson has advised of a request from Mr. and Mrs. Bagliori, 3 Adler Avenue, that a "No Parking, Monday to Friday" regulation be implemented on the east side of Independence directly in front of the super mailboxes and adjacent to their home in order to allow space for area residents to stop while picking up their mail.

Independence has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The implementation of the parking prohibition will result in the loss of two on-street parking spaces only during weekdays. However, since virtually all area residents have available off-street parking and since parking would be

permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MH/ca

AA
D/S-280
C/S-280
C
DRIVE
SILVERTON DRIVE
ADLER AVENUE
PLEASANT DRIVE
RUTLEDGE COURT
R-4
INDEPENDENCE
TEMPLEMEAD
CRESCENT
POMPANO COURT
DRIVE
NINA COURT
IRONWOOD
LOWCREST AVE.
D/S-486
DE-3
EVEREST STREET
D/S-869
D/S-702
ROCKLAND AVENUE
HH/S-849
HH
HH/S-1068
SITE PLAN CONTROL BY-LAW 83-163
R-4/S-821
DE-3/S-1266
RT-20

2(8)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 7

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 34 Dunsmure Road - Request for a Wheelchair Loading Zone. [TEC-05-95]

RECOMMENDATION:

That a "Wheelchair Loading Zone, 7:00 a.m. to 9:00 p.m., seven days a week" regulation be implemented on the south side of Dunsmure Road commencing at a point 25 feet east of St. Clair Avenue and extending to a point 26 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

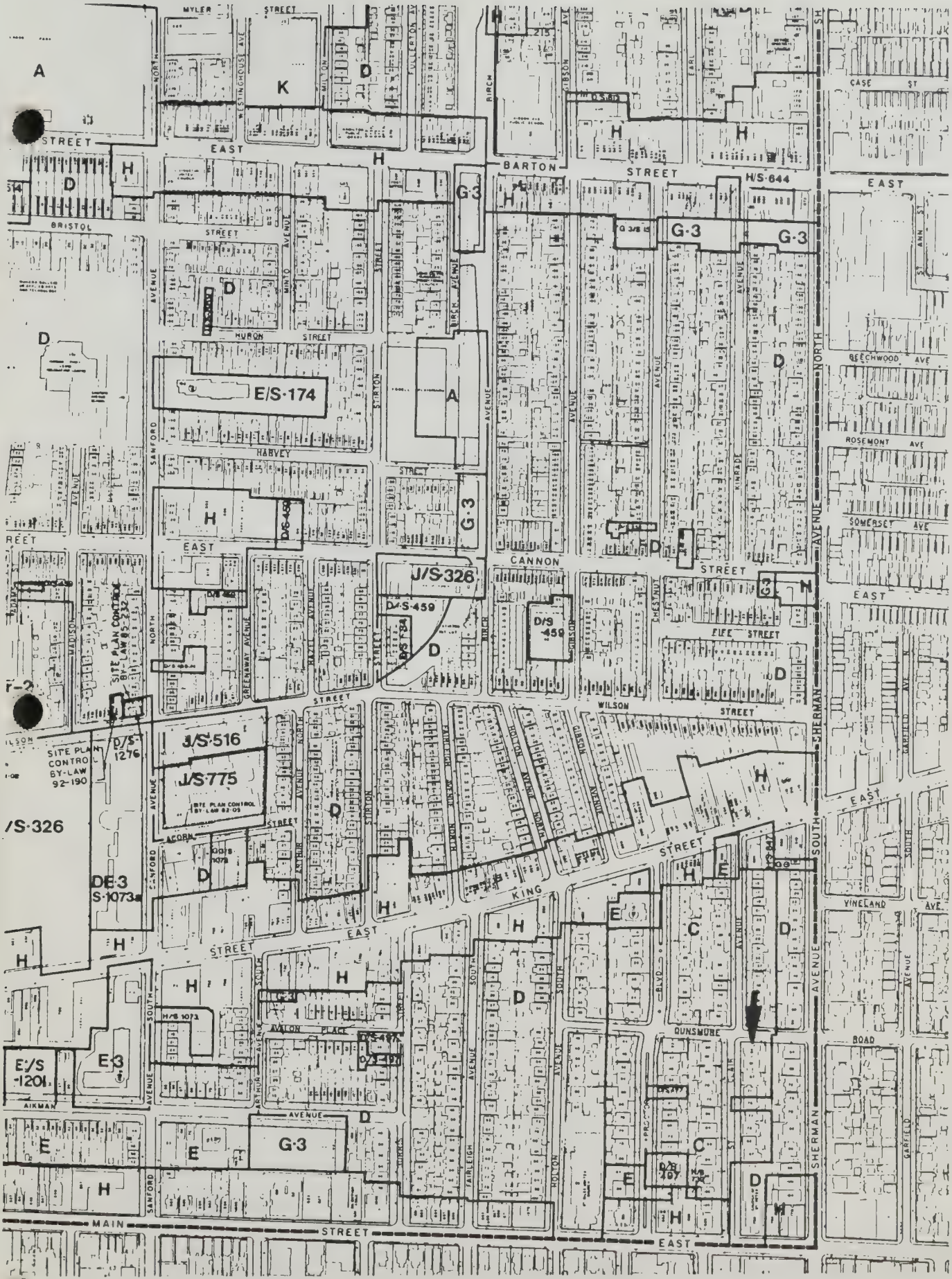
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Margaret Reid, Care Giver at the Group Home at No. 34 Dunsmure Road, that a "Wheelchair Loading Zone, 7:00 a.m. to 9:00 p.m., seven days a week" regulation be implemented on the south side of the street directly in front of the Group Home since there are several disabled residents who require the use of Darts vehicles.

Dunsmure has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. The requested regulation would result in the loss of one legal on-street parking space directly in front of the applicant's property from December to March and for half of the month from April to November when parking is permitted on the south side of the street under the existing "Alternate Side Parking" regulation. However, since the applicant has agreed to limit the hours of the regulation such that parking may occur after 9:00 p.m. each evening and since virtually all residents in this area have available off-street parking, the Traffic Department does not anticipate any parking problems for area residents and concurs with the request.

MT/CVB/kg


BARTON STREET
EAST
MAIN STREET
EAST
KING STREET
EAST
CANNON STREET
EAST
WILSON STREET
EAST
FIFE STREET
HARVEY STREET
HURON STREET
BRISTOL STREET
MYLER STREET
ACORN AVENUE
AVALON PLACE
DUNSMORE ROAD
AIKMAN AVENUE
CASE ST
BEECHWOOD AVE
ROSEMONT AVE
SOMERSET AVE
VINELAND AVE
SHERMAN AVENUE NORTH
SHERMAN AVENUE SOUTH
SANFORD AVENUE NORTH
SANFORD AVENUE SOUTH
STURTON AVENUE
BIRCH AVENUE
GREENAWAY AVENUE
KINGSLEY AVENUE
ROLSTON AVENUE
FAIRLEIGH AVENUE
GARFIELD AVENUE
WESTINGHOUSE AVE
H/S-644
E/S-174
J/S-326
J/S-516
J/S-775
D/S-459
D/S-1073
E/S-1201
G-3
H
D
E
C
A
K
E-3
DE-3

2(8)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 8

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Apartment Building at No. 40 Oxford Street North - Application for a Time Limit Exemption Permit. [TEC- 06-95]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue a time limit exemption permit to Mr. Frank Mantioni, No. 2108-40 Oxford Street North.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the parking permit would generate a revenue of $24. per year.

BACKGROUND:

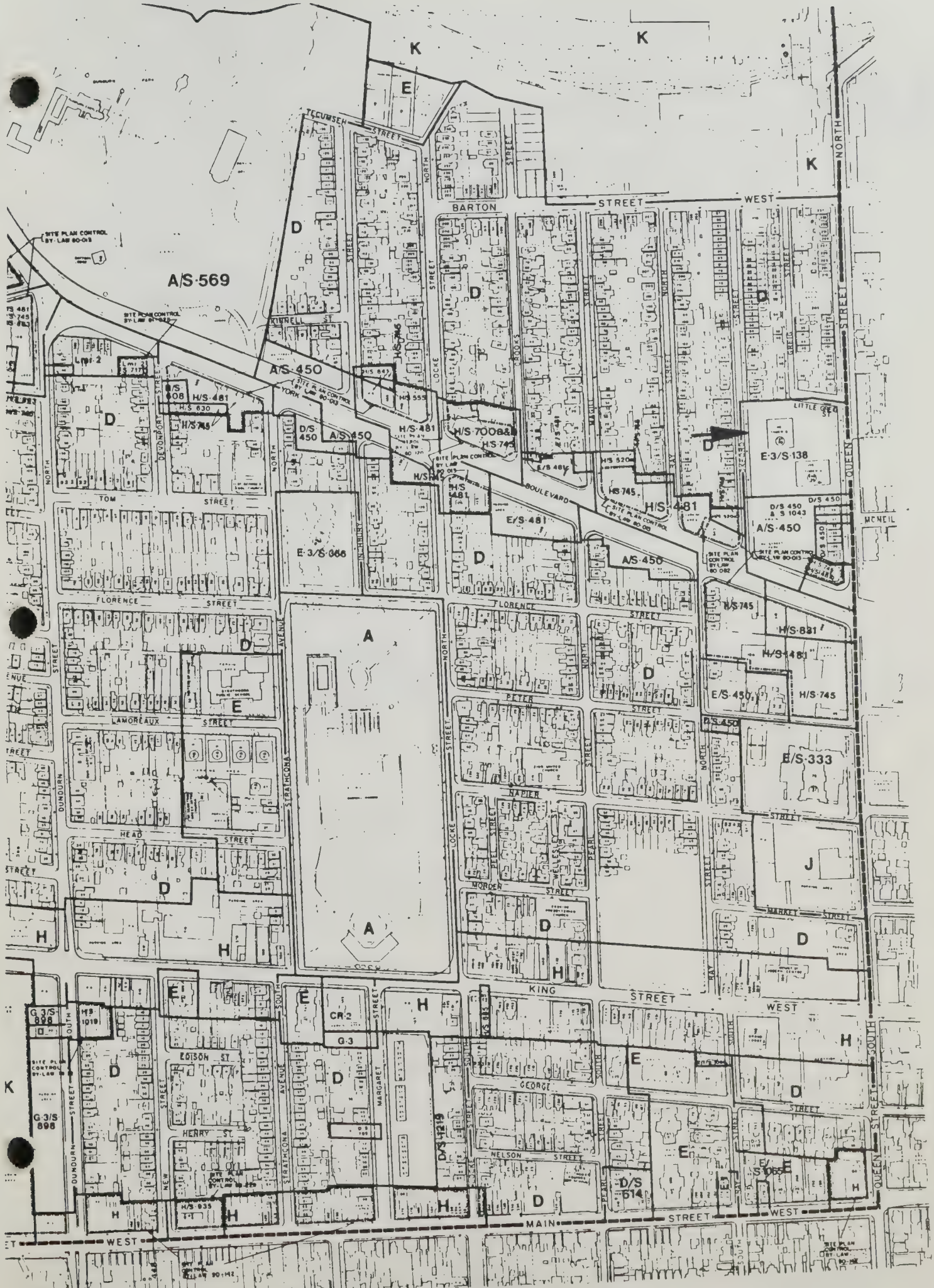
The Traffic Department has received a request from Mr. Frank Mantioni, No. 2108-40 Oxford Street North, for a time limit exemption permit which would allow him to park his van beyond the signed parking time limit on Oxford since his vehicle will not fit through the garage doors of his apartment building.

Past practice of the committee has established a policy that generally time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Oxford in this area consists generally of apartment buildings and single family homes.

Periodic observations reveal that the street is generally lightly parked during the day. Thus, the issuance of a time limit exemption permit to this resident should not create any parking difficulties for other area residents.

In the past, the committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas and has authorized the Director of Traffic Services to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 40 Oxford Street North, it would be appropriate to issue one time limit exemption permit to the applicant.

MT/CVB/kg


A/S-569
A/S-450
BARTON STREET WEST
KING STREET WEST
MAIN STREET WEST
QUEEN STREET SOUTH
JAMES STREET NORTH
FLORENCE STREET
PETER STREET
NAPIER STREET
MURDEN STREET
MARKET STREET
GEORGE STREET
NELSON STREET
HENRY ST.
EDISON ST.
LAMOREAUX STREET
HEAD STREET
TOM STREET
TECUMSEH STREET
KIRKELL ST.
LITTLE GEO. ST.
MCNEIL
BOULEVARD
E:3/S-138
E:3/S-366
E/S-333
E/S-481
E/S-450
H/S-481
H/S-745
H/S-831
H/S-700&
H/S-935
D/S 450
D/S 1219
D/S 614
G:3/S 898
CR:2
G:3
SITE PLAN CONTROL BY-LAW 80-013
SITE PLAN CONTROL BY-LAW 80-082
SITE PLAN CONTROL BY-LAW 80-00
SITE PLAN CONTROL BY-LAW 90-142

26(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 7

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 414 Paling Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident.
[TEC- 08-95]

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Paling Avenue commencing at a point 93 feet north of Vansitmart Avenue and extending to a point 22 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

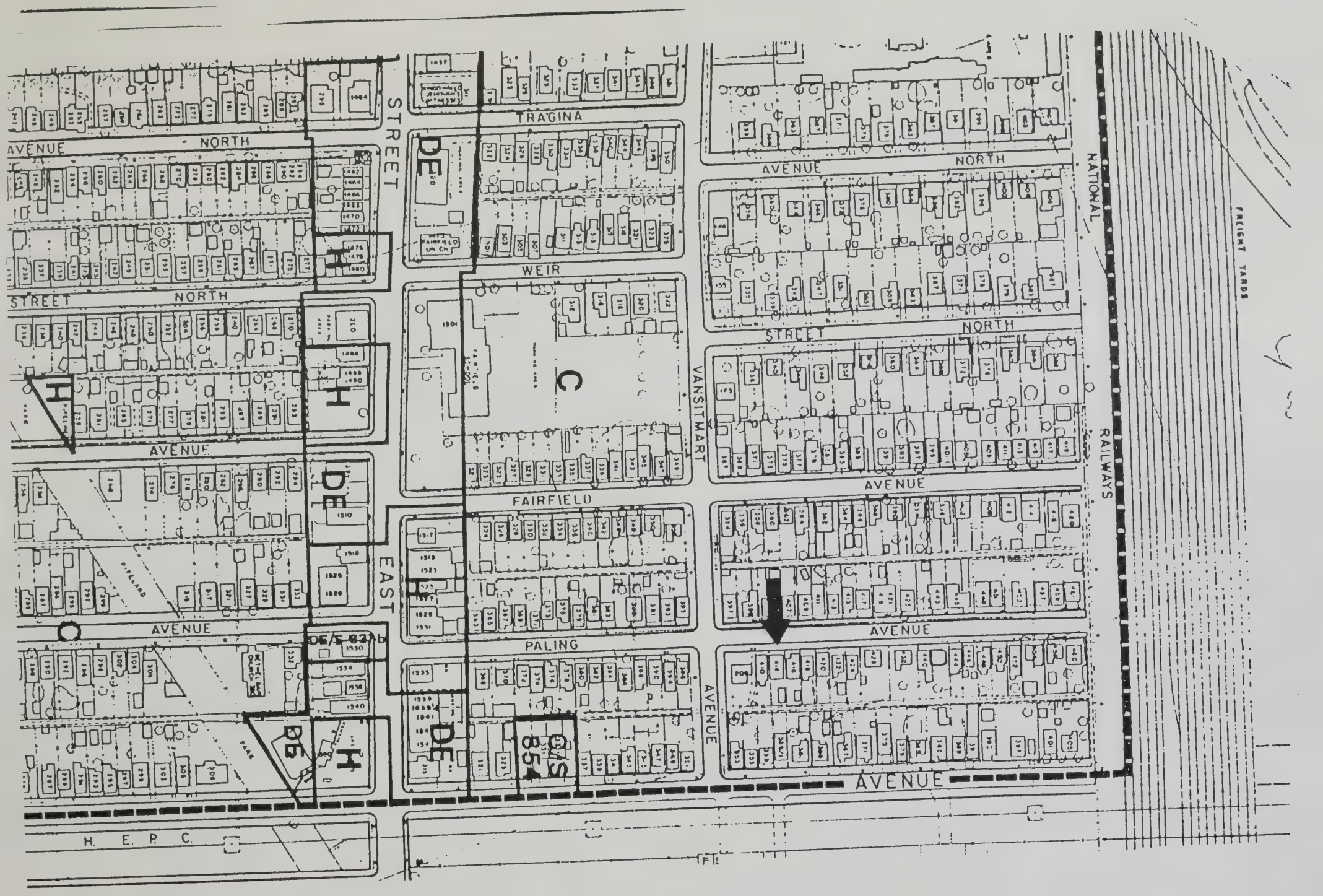
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

In June 1994 City Council approved a request from Mrs. Emerson, 414 Paling Avenue, to implement a reserved "Permit Parking" space in front of her home since she is disabled. However, the Traffic Department has recently been advised by Mrs. Emerson that she will be moving on 1994 December 17. Therefore, it would be appropriate to remove the existing "Permit Parking" signs. The Traffic Department has reviewed this matter and concurs with the request.

MT/CVB/kg


TRAGINA
WEIR
FAIRFIELD
PALING
AVENUE
NORTH
STREET
EAST
VANSITMART
NATIONAL
RAILWAYS
FREIGHT YARDS
H. E. P. C.
DE
H
C
QIS

21BXiX9

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 16

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 52 Mars Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-13-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Mars Avenue commencing at a point 168 feet east of Douglas Street and extending to a point 19 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Walker, No. 52 Mars Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12. annual charge for the parking permit will off-set the cost to some degree.

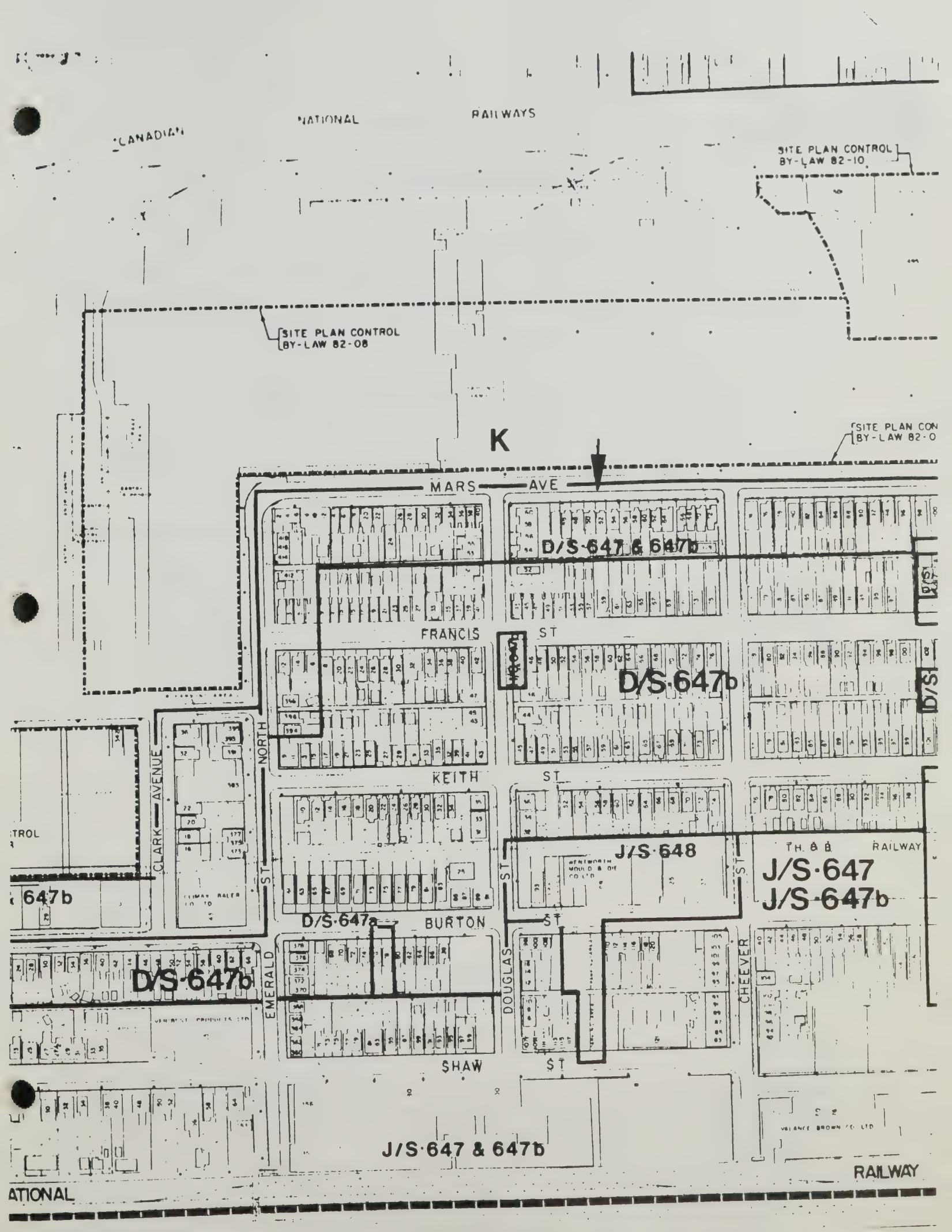
BACKGROUND:

The Traffic Department has received a request from Mrs. Walker, No. 52 Mars Avenue, that a reserved "Permit Parking" space be designated on the south side of Mars Avenue directly in front of her home since she is disabled.

Mars has a 31 foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this area.

City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Walker possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg


CANADIAN
NATIONAL
RAILWAYS
SITE PLAN CONTROL
BY-LAW 82-10
SITE PLAN CONTROL
BY-LAW 82-08
SITE PLAN CON
BY-LAW 82-0
K
MARS AVE
D/S-647 & 647b
FRANCIS ST
D/S-647b
KEITH ST
J/S-648
TH. & B. RAILWAY
J/S-647
J/S-647b
CLARK AVENUE
NORTH ST
647b
D/S-647a
BURTON ST
D/S-647b
EMERALD
DOUGLAS ST
CHEEVER
SHAW ST
J/S-647 & 647b
RAILWAY
ATIONAL

26BXiXh

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 19

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 283 Paling Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-015-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 601 feet south of Barton Street East and extending to a point 28 feet southerly therefrom, and on the east side of the street commencing at a point 630 south of Barton Street East and extending to a point 20 feet southerly therefrom; and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Elizabeth Evan, 283 Paling Avenue; and

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12.00 annual charge for the parking permit will off-set the cost to some degree.

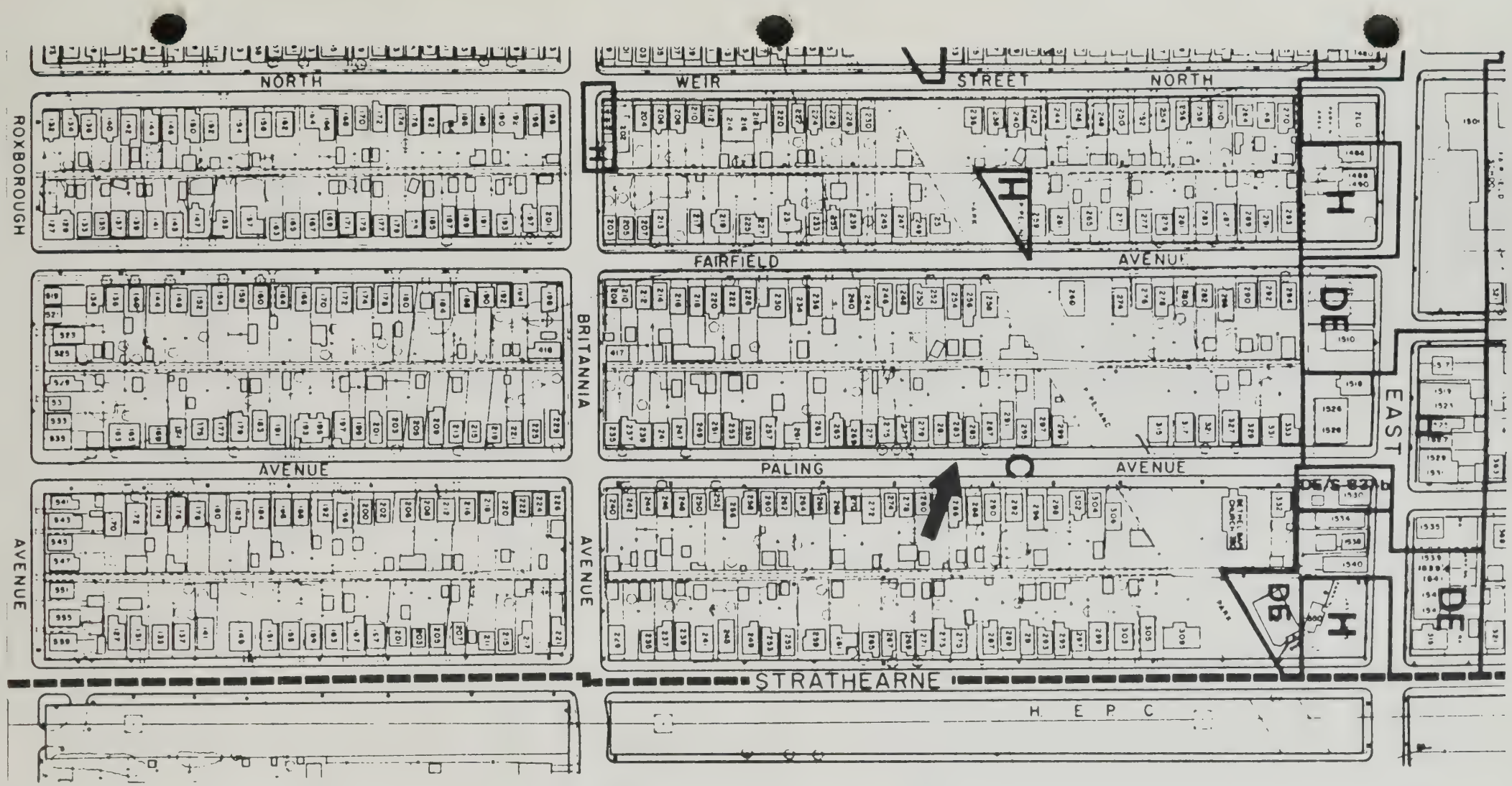
BACKGROUND:

The Traffic Department has received a request from Mrs. Elizabeth Evan, 283 Paling Avenue that a reserved "Permit Parking" regulation be implemented on both sides of the street in front of and across from her home since she is disabled.

Paling has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Therefore, normal practice is to reserve a space on both sides of the street such that the resident has a reserved parking space on a year round basis. The resident across the street at 284 Paling Avenue has forwarded a letter to the Traffic Department agreeing to reserving a parking space in front of their home for Mrs. Evans.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled resident's homes. One requirement is that the applicant must possess a valid handicapped permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Evan possesses a valid disabled permit. An investigation has revealed that there is no suitable off-street parking available on the private property. Therefore, the Traffic Department concurs with the request.

CVB/MH/ca


NORTH
WEIR
STREET
NORTH
ROXBOROUGH
FAIRFIELD
AVENUE
BRITANNIA
AVENUE
PALING
AVENUE
EAST
AVENUE
AVENUE
STRATHEARNE
H E P C

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: B & T Supermarket, 113 - 119 Park Street North - Discharge of Commercial Boulevard Parking Agreement. [TEC-016-95]

RECOMMENDATION:

a) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 230560 C.D. to the property at No. 113-119 Park Street North be discharged at the property owner's expense and subject to;

- the applicant or his agent barricading the boulevard parking area in a manner satisfactory to the Director of Traffic Services and executing a Paving Agreement or restoring the boulevard with sod; and

- the removal of a portion of the existing vehicle approach ramp; and

b) That the City Solicitor be authorized and directed to prepare the necessary documentation in relation to the discharge of this agreement; and

c) That the City Clerk, and Mayor be authorized and directed to sign the necessary documentation in relation to the discharge of this agreement; and

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

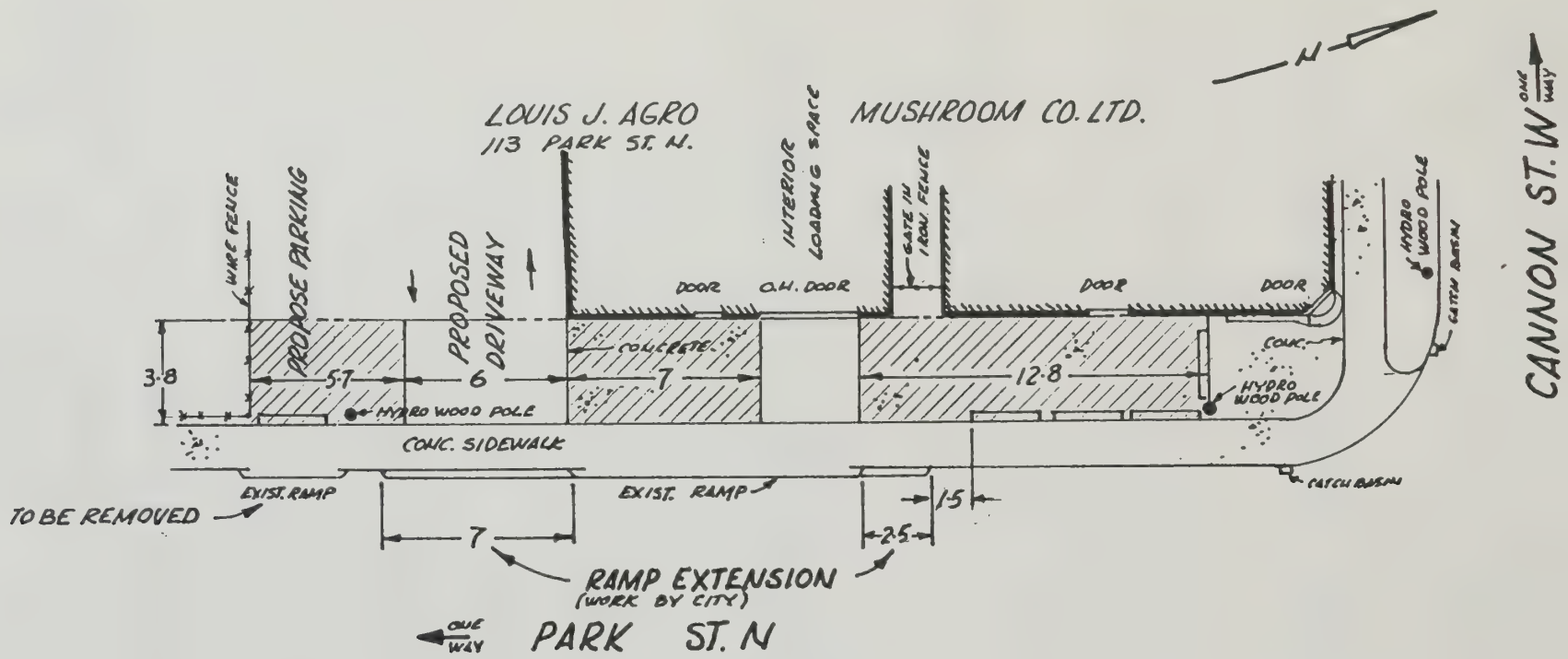
There will be a loss of revenue in the order of $250.00 annually from the termination of the lease of this boulevard parking area.

BACKGROUND:

In 1982, the City entered into a boulevard parking agreement with the owners of the property at No. 113-119 Park Street North. The present owners of this property, B & T Supermarket, have requested that the existing agreement be discharged since they recently purchased an adjacent property which they converted to a parking area and no longer require the use of the boulevard for parking.

Staff have reviewed this matter and concur with the request subject to the applicant barricading the boulevard to a condition satisfactory to the Director of Traffic Services or restoring the boulevard with sod and removing a portion of the existing vehicle approach ramp.

CVB/MH/ca



AREA TO BE LEASED MUST BE HARD SURFACED 96·9 m^2

PRECAST CONCRETE CURB REQ'D (2·4m long)

SCALE 1:200

2(BXiXJ)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 13

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Highridge Avenue - Parking Regulations. [TEC-018-95]

RECOMMENDATION:

That a "No Parking" regulation be implemented on the north and west sides of Highridge Avenue between the north and west property lines of No. 238 Highridge Avenue and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

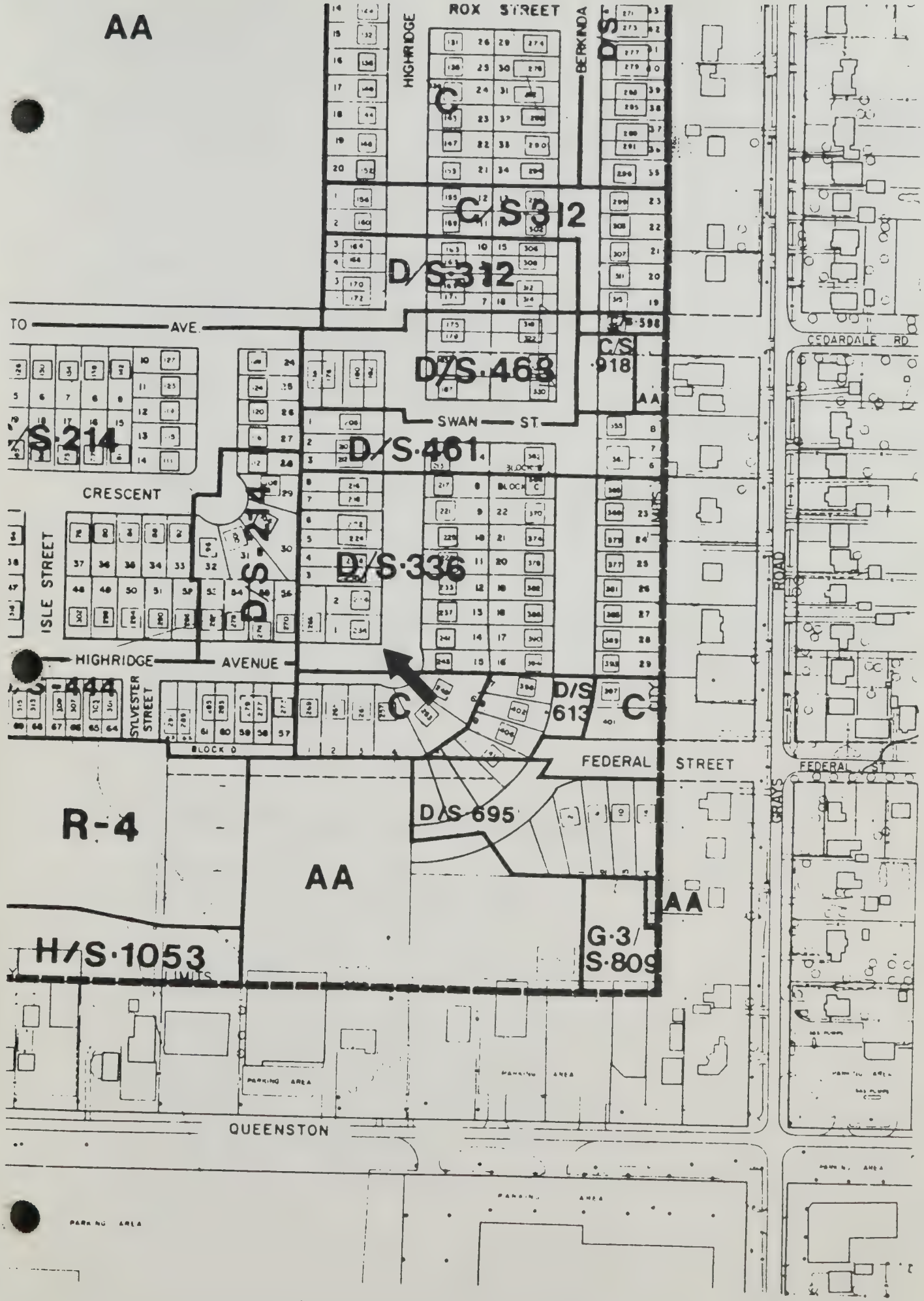
Alderman Dominic Agostino has advised of a request from Mr. and Mrs. Mauro, 156 Highridge Avenue, that parking be removed from the inside of the 90 degree turn in the roadway adjacent to No. 238 Highridge Avenue.

Highridge has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The Traffic Department supports the removal of parking from the inside of curves at locations such as this to improve visibility and to assist motorists in negotiating the 90 degree turn. Therefore, the Traffic Department concurs with the request.

Staff recently contacted Mrs. Mauricio, 238 Highridge Avenue, whose property abuts the

area of the proposed regulation and she has advised that she supports the request. The implementation of the requested regulation will result in a loss of approximately four legal on-street parking spaces. However, since all residents have available off-street parking and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/MH/ca


AA
ROX STREET
HIGHRIDGE
BERKINDA
C
C/S312
D/S312
D/S
TO AVE.
D/S-468
C/S 918
AA
CEDARDALE RD
SWAN ST.
D/S-461
S-214
CRESCENT
D/S-214
D/S-336
ISLE STREET
ROAD
LIMITS
HIGHRIDGE AVENUE
S-444
SYLVESTER STREET
BLOCK D
C
D/S 613
C
FEDERAL STREET
FEDERAL ST
D/S-695
R-4
AA
AA
H/S-1053
LIMITS
G-3/ S-809
QUEENSTON
PARKING AREA

2(BXiXk

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 20

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 12 East 23rd Street - Request to remove a Wheelchair Loading Zone. [TEC-20-95]

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 9:00 a.m. to 11:00 p.m., seven days a week" regulation on the west side of East 23rd Street which commences at a point 250 feet south of Concession Street and extends to a point 26 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

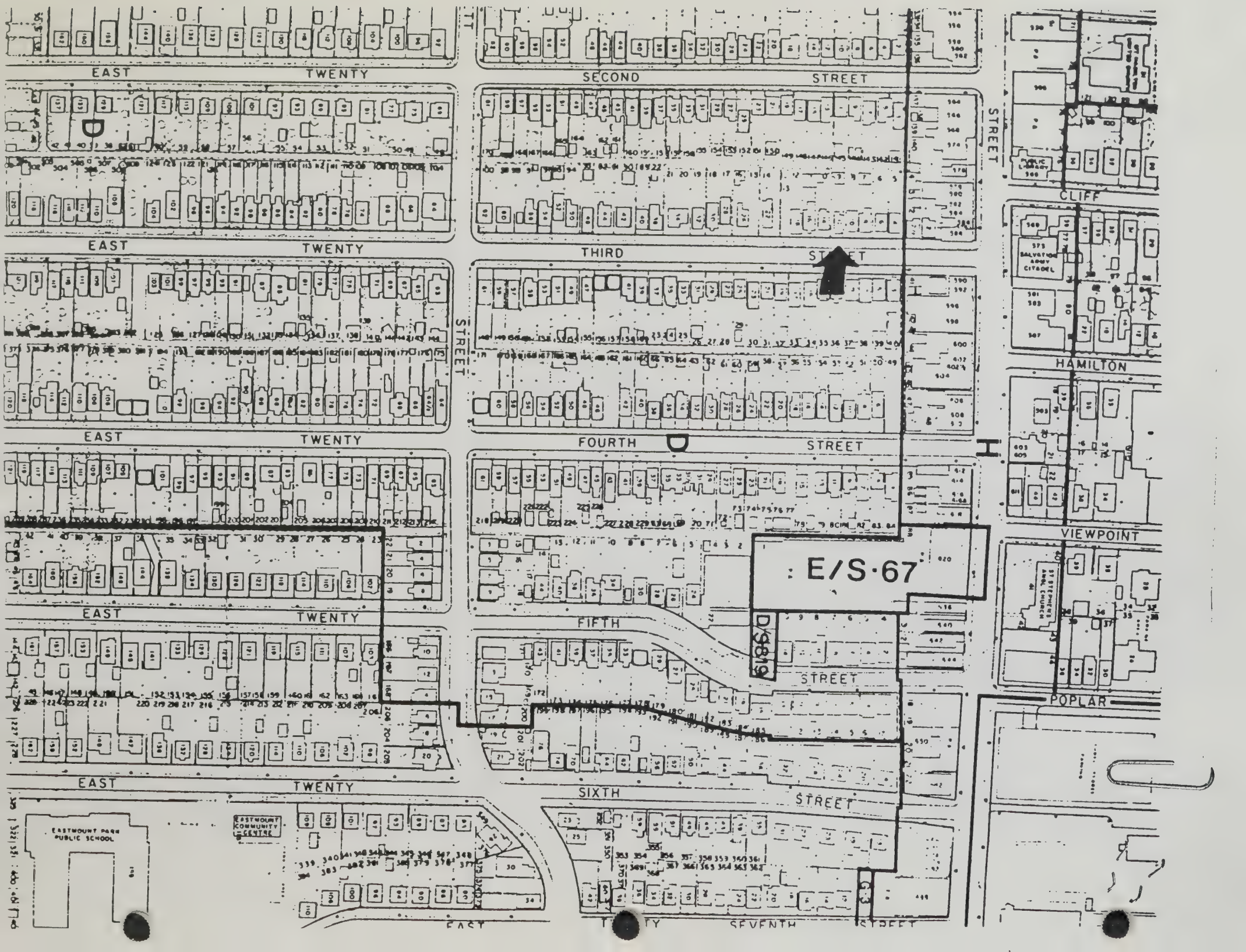
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

In June 1993, the City Council approved a request from Mrs. Sheldrick, No. 12 East 23rd Street, for a "Wheelchair Loading Zone, 9:00 a.m. to 11:00 p.m., seven days a week" regulation on the west side of East 23rd Street in front of her home since she requires the use of Darts buses. However, Mrs. Sheldrick recently advised that she no longer requires this regulation in front of her home since she has recently been transferred to St. Peter's Hospital. The Traffic Department has reviewed this matter and concurs with the request.

The removal of the subject regulation would restore one legal on-street parking space.

MT/CVB/kg


EAST TWENTY
SECOND STREET
EAST TWENTY
THIRD STREET
STREET
EAST TWENTY
FOURTH STREET
EAST TWENTY
: E/S·67
FIFTH STREET
EAST TWENTY
SIXTH STREET
EASTMOUNT PARK PUBLIC SCHOOL
EASTMOUNT COMMUNITY CENTRE
EAST
SEVENTH STREET
CLIFF
HAMILTON
VIEWPOINT
POPLAR

2(B)(i)(1)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: North Side of Carling Street - Parking Regulations.
[TEC-21-95]

RECOMMENDATION:

That the existing "No Parking, 8:00 a.m. to 5:30 p.m., Monday to Friday" regulation on the north side of Carling Street which commences 153 feet east of Paradise Road South and extends to a point 113 feet easterly therefrom be shortened such that the regulation commences at a point 153 feet east of Paradise Road South and extends to a point 93 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of relocating the subject signs.

BACKGROUND:

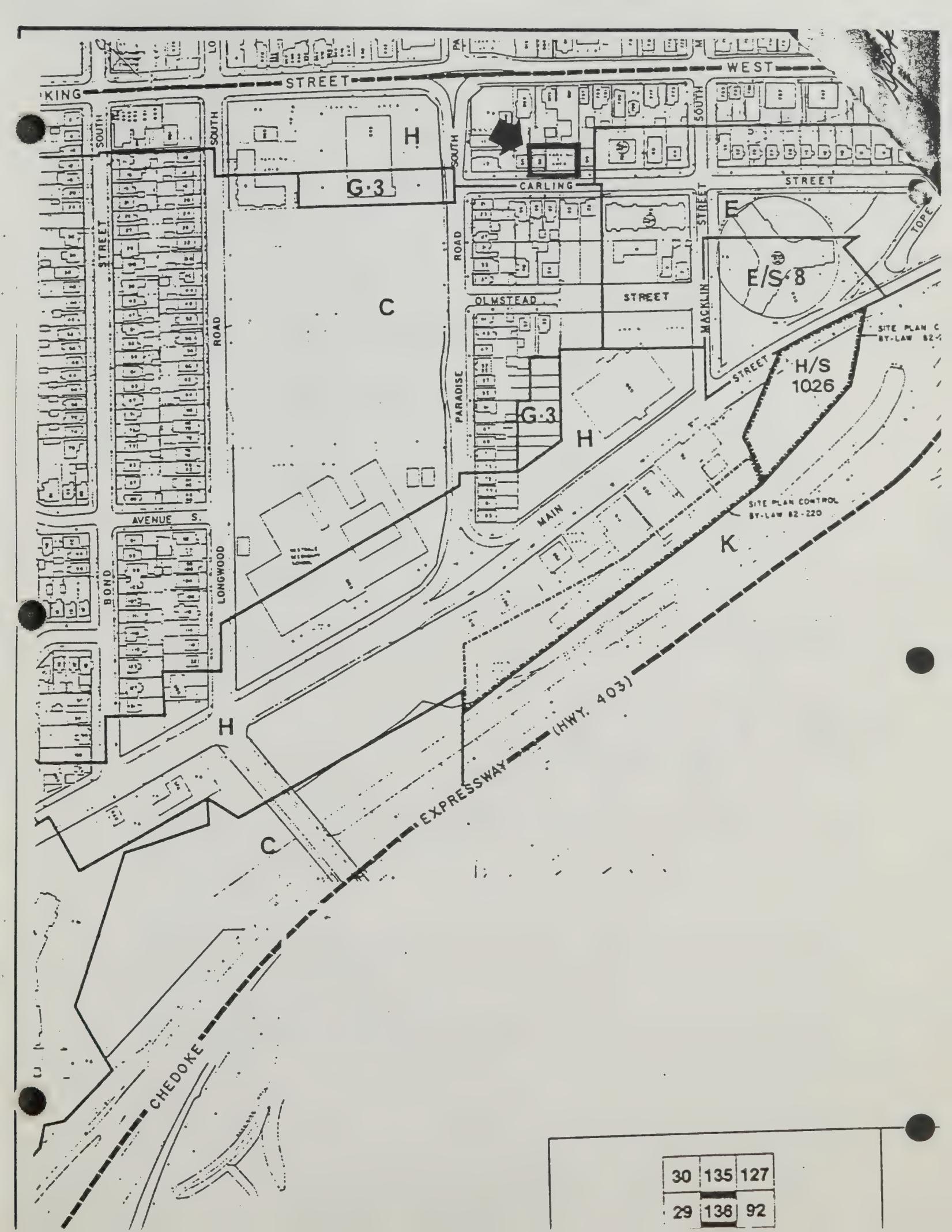
The Traffic Department has received a request from Mr. Van Valkenberg, No. 80 Carling Street, that the existing "No Parking, 8:00 a.m. to 5:30 p.m., Monday to Friday" driveway clearance on the north side of Carling directly behind National Paint and Decorating, No. 801 King Street West, be shortened to provide an additional on-street parking space during the day in this area.

Carling has a 30 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area as well as a 113 foot part-time "No Parking" driveway clearance on the north side to facilitate truck turning movements into and out of National Paint and Decorating. There is also a portion of a "One Hour Parking Time Limit, 8:00 a.m. to 9:00 p.m., Monday to Saturday" regulation on the north side immediately east of Paradise.

An investigation has revealed that the subject driveway clearance could be shortened by a car length without compromising truck turning movements. Staff has contacted Mr. Elmer Farkas of National Paint and Decorating and he has stated that he supports shortening the driveway clearance. Therefore, the Traffic Department concurs with this request.

The revision of the existing regulation would restore one on-street parking space which would be controlled by the existing "Alternate Side Parking" regulation in this block.

MT/CVB/kg


KING STREET WEST
SOUTH STREET
SOUTH ROAD
PARADISE ROAD
CARLING STREET
OLMSTEAD STREET
MACKLIN STREET
TOPE STREET
BOND AVENUE
LONGWOOD AVENUE S.
MAIN STREET
H
G-3
C
E
E/S 8
H/S 1026
K
SITE PLAN CONTROL BY-LAW 82-220
EXPRESSWAY (HWY. 403)
CHEDOKE
30 135 127
29 136 92

2(BXiXm)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 9

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: North and East Sides of Chedmac Drive - Parking Regulations. [TEC-22-95]

RECOMMENDATION:

That a "No Parking" regulation be implemented on both sides of Chedmac Drive commencing at Rice Avenue and extending to the northerly end of Chedmac Drive and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

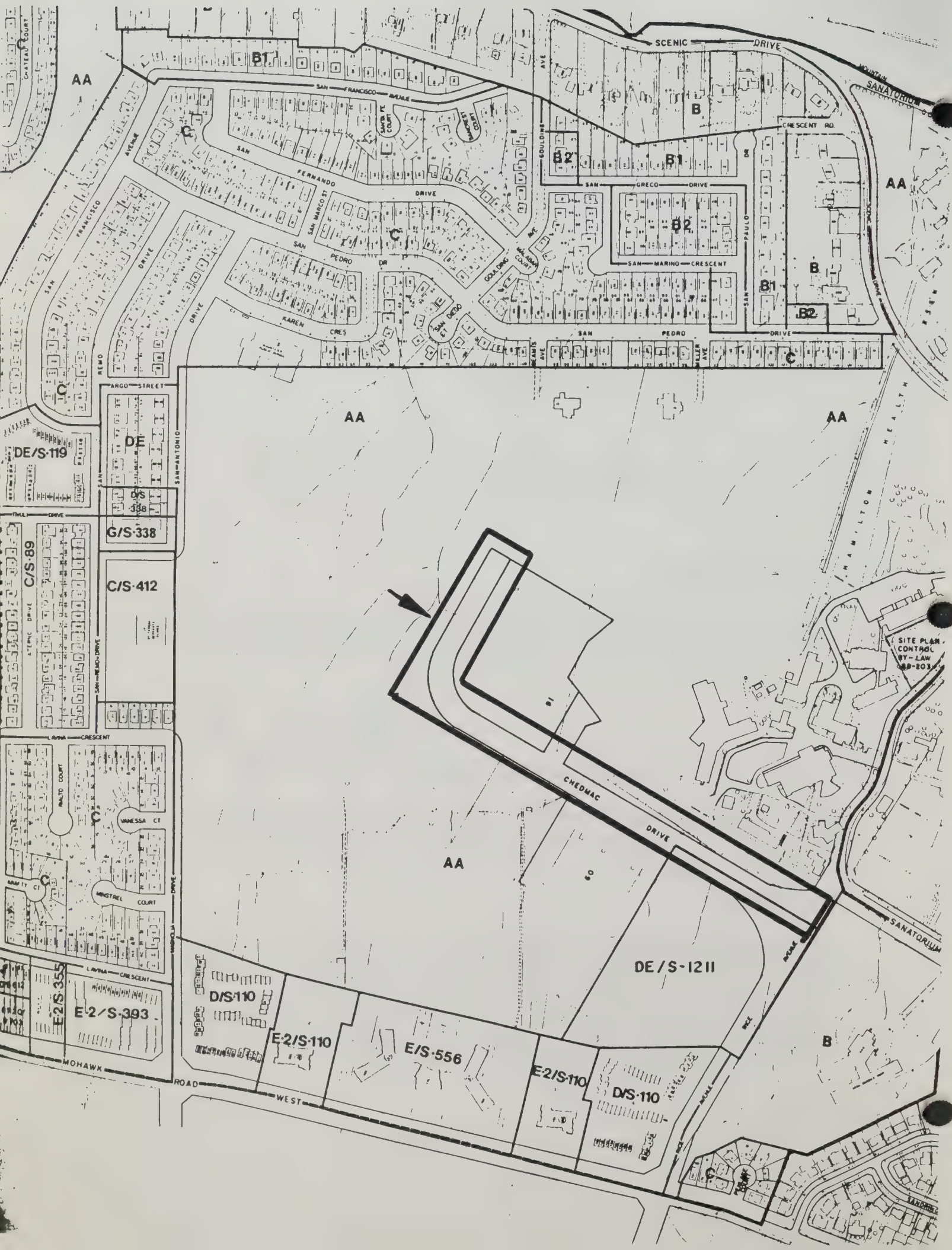
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the unapproved signs and manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has identified existing "No Parking" signs on the north and south sides of Chedmac Drive between Rice Avenue and the northerly end of Chedmac, which were erected by Chedoke Hospital when Chedmac was a private road and are not authorized by City Council. Chedmac has a 28 foot pavement width. The Traffic Department recommends that a by-law be enacted to prohibit parking on both sides of Chedmac between Rice and the northerly end of Chedmac, since this is now a City street.

MT/CVB/kg


SCENIC DRIVE
SANATORIUM
CRESCENT RD.
SAN FRANCISCO AVENUE
SAN FERNANDO DRIVE
SAN PEDRO DR
SAN GRECO DRIVE
SAN MARINO CRESCENT
SAN PEDRO DRIVE
KAREN CRES
ARGO STREET
LAVINA CRESCENT
TIMMS DRIVE
CHEDMAC DRIVE
MOHAWK ROAD WEST
SANATORIUM ROAD
HAMILTON HEALTH
SITE PLAN CONTROL BY-LAW 88-203
AA
B
B1
B2
C
DE
DE/S-119
G/S-338
C/S-89
C/S-412
E-2/S-355
E-2/S-393
D/S-110
E-2/S-110
E/S-556
DE/S-1211

26(B)(i)(n)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 21

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Philpott Memorial Church, No. 89-91 Vine Street - Discharge of a Commercial Boulevard Parking Agreement. [TEC-23-95]

RECOMMENDATION:

a) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 179381 C.D. to the property at No. 89-91 Vine Street be discharged at the property owner's expense and subject to;

- the applicant or his agent restoring the boulevard with sod to a condition satisfactory to the Director of Traffic Services or barricading the boulevard to prevent parking from occurring and executing a pavement agreement; and

b) That the City Solicitor be authorized and directed to prepare the necessary documentation in relation to the discharge of this agreement; and

c) That the Mayor and City Clerk be authorized and directed to sign the necessary documentation in relation to the discharge of this agreement to a form satisfactory to the City Solicitor.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

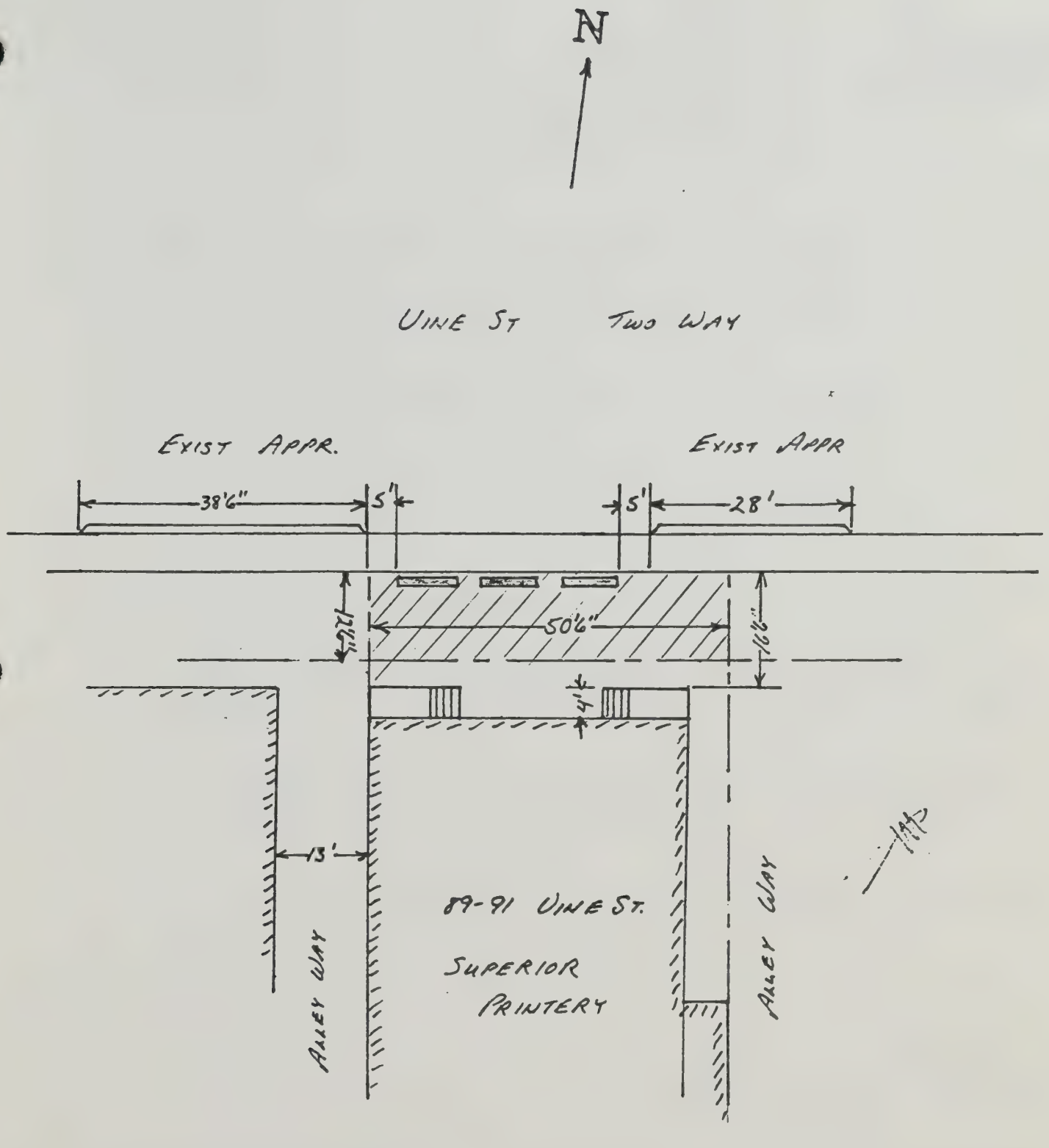
There will be a loss of revenue in the order of $150.00 annually from the termination of the lease of this boulevard parking area.

BACKGROUND:

In 1981, the City entered into a boulevard parking agreement with the previous owners of the property at No. 89-91 Vine Street. The present owners of this property, Philpott Memorial Church, have requested that the existing agreement be discharged since they have fenced in their property and no longer require the boulevard area for parking purposes.

Staff have reviewed this matter and concur with the request subject to the applicant restoring the boulevard to a condition satisfactory to the Director of Traffic Services.

CVB/MH/ca


N
VINE ST TWO WAY
EXIST APPR.
EXIST APPR
38'6"
5'
5'
28'
12'
50'6"
16'8"
4"
13'
ALLEY WAY
89-91 VINE ST.
SUPERIOR
PRINTERY
ALLEY WAY
AREA TO BE LEASED 631 SQ FT.
PRECAST CONCRETE CURBS

RC

2(B)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 4

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Leona Court - Parking Regulations. [TEC-24-95]

RECOMMENDATION:

a) That an "Alternate Side Parking" regulation be implemented on Leona Court between Rainbow Drive and the southerly end of the court such that parking is prohibited:

- on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and

- on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and

b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

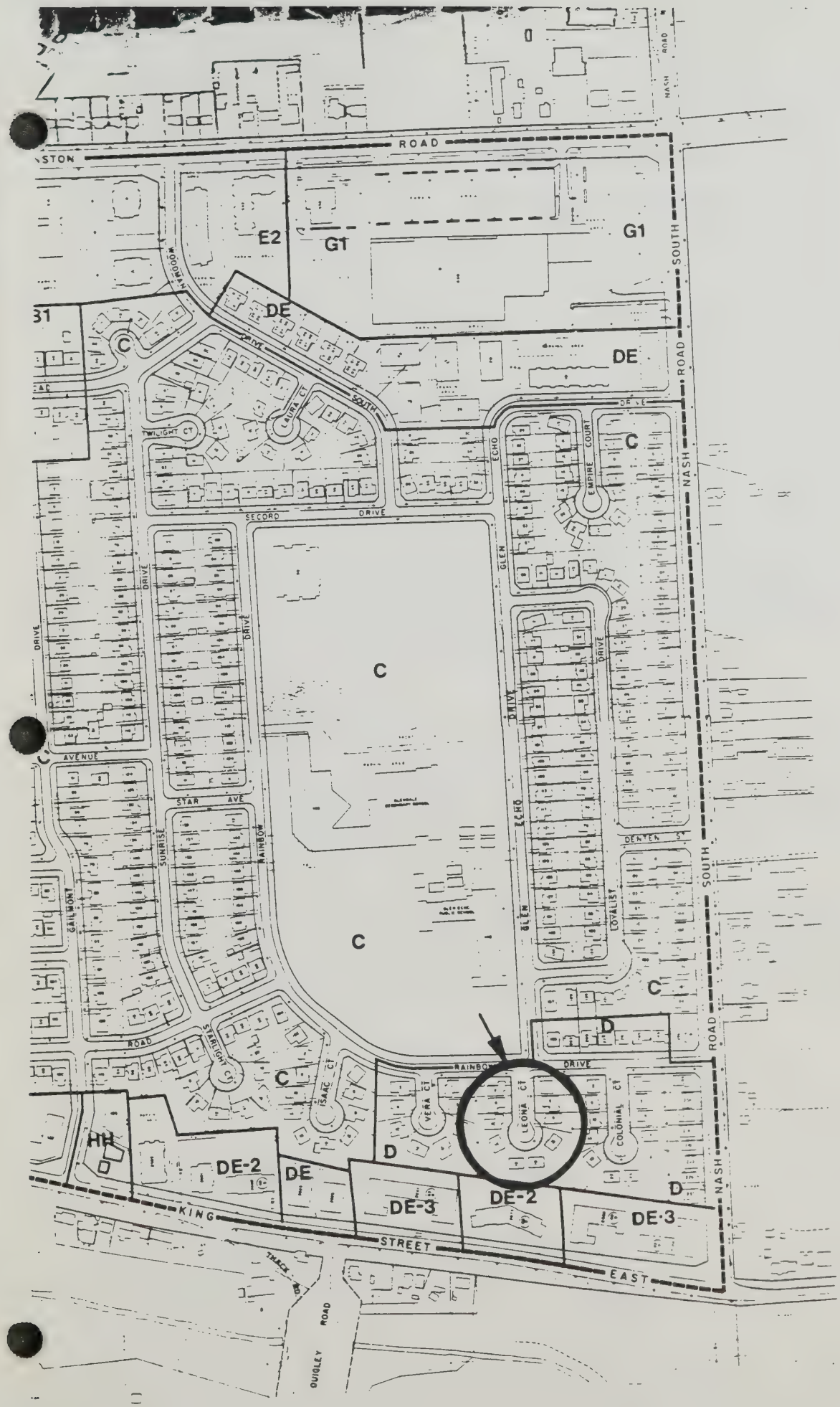
BACKGROUND:

The Traffic Department has received a petition signed by representatives of seven of the ten residential properties abutting Leona Court between Rainbow Drive and the southerly end of the court requesting that an "Alternate Side Parking" regulation be implemented on Leona. All seven residents who signed the petition are in favour of the requested regulation.

Leona has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. The resident who circulated this petition has expressed concern regarding difficulties experienced by motorists attempting to enter and exit driveways. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this to facilitate traffic flow and driveway movements.

The implementation of the requested regulation would result in the removal of parking from each side of the street for half the month and would facilitate driveway access and two-way traffic flow. There are five parking spaces on each side of the street. Therefore, the number of on-street parking spaces need not be a factor in selecting the side for the winter parking prohibition. However, to provide a visibility clearance at the intersection of Leona and Rainbow at least part of the time, staff recommends that parking be prohibited on the west side during the winter months. Therefore, since 70 percent of the abutting residents support the requested parking regulation, the Traffic Department concurs with the request.

MT/CVB/kg



100	85	85
51	32	55
113	132	47

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary

Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

2(BXiXp)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: South Side of Burton Street between Douglas Street and Cheever Street - Parking Regulations. [TEC-26-95]

RECOMMENDATION:

a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Burton Street between Douglas Street and Cheever Street be replaced with a "Permit Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Director of Traffic Services be authorized to issue two parking permits per residence to Nos. 112, 114, 118 and 120 Burton Street and one parking permit per residence to Nos. 110, 116 Burton Street and No. 105 Cheever Street and any additional permits (to a maximum of twelve) on a first come first served basis.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of replacing the existing signs. However, since time limit permits are $2. per month and reserved permits are $1. per month, there would be an insignificant loss in revenue.

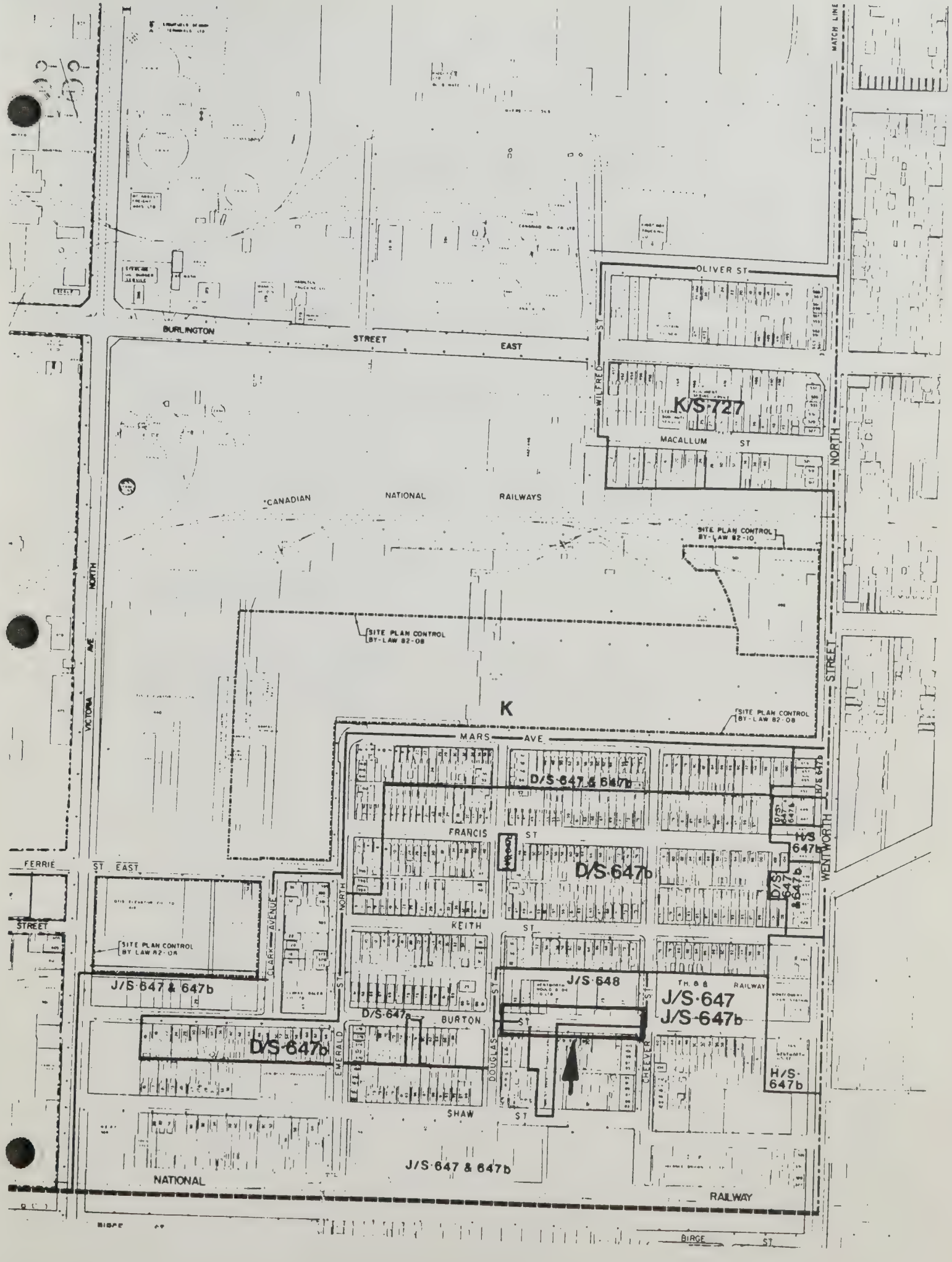
BACKGROUND:

The Traffic Department has received a request from Mrs. Albina, No. 112 Burton Street, that the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be replaced with a "Permit Parking" regulation on the south side of the street in this area. Staff has contacted representatives of five of the seven one, two and three family dwellings, and all have expressed support for the requested regulation.

Burton has a 28 foot pavement width, and presently, there is a "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side and a "No Parking" regulation on the north side of the street in this block. Mrs. Albina has expressed concern regarding long-term non-resident parking by customers of the Flea Market on the north side of the street in this block. The implementation of the requested regulation would prohibit non-resident parking and abutting residents of one, two and three family dwellings may be eligible to purchase permits at a cost of $12. per permit each year to exempt their vehicles from the signed "Permit Parking" regulation.

An investigation has revealed that there are 12 legal on-street parking spaces on the south side of the street in this block. It was determined that a total of eight permits would be required by the abutting residents. There would be four parking permits remaining, which would be available for the residents of No. 110 and 118 Burton Street whom staff were unable to contact. Therefore, since 71 percent of the abutting residents support the request for a "Permit Parking" regulation, and since the demand for permits does not exceed the number of on-street parking spaces, the Traffic Department concurs with the request.

MT/CVB/kg


MATCH LINE
OLIVER ST
BURLINGTON STREET EAST
WILFRED ST
K/S-727
MACALLUM ST
NORTH STREET
CANADIAN NATIONAL RAILWAYS
SITE PLAN CONTROL BY-LAW 82-10
SITE PLAN CONTROL BY-LAW 82-08
VICTORIA AVE NORTH
K
SITE PLAN CONTROL BY-LAW 82-08
MARS AVE
D/S-647 & 647b
FRANCIS ST
H/S 647b
D/S-647b
D/S 647b
WENTWORTH STREET
FERRIE ST EAST
KEITH ST
CLARK AVENUE NORTH
SITE PLAN CONTROL BY-LAW 82-08
J/S-647 & 647b
J/S-648
TH & B RAILWAY
J/S-647
J/S-647b
D/S-647b
BURTON ST
D/S-647b
EMERALD ST
DOUGLAS ST
CHESTER ST
H/S-647b
SHAW ST
J/S-647 & 647b
NATIONAL RAILWAY
BIRGE ST

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Dorval Street beside No. 910 Upper Sherman Avenue - Request for a Wheelchair Loading Zone. [TEC-27-95]

RECOMMENDATION:

That a "Wheelchair Loading Zone, 10:00 a.m. to 8:00 p.m., Sundays" regulation be implemented on the south side of Dorval Street commencing at a point 30 feet west of Upper Sherman Avenue and extending to a point 38 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

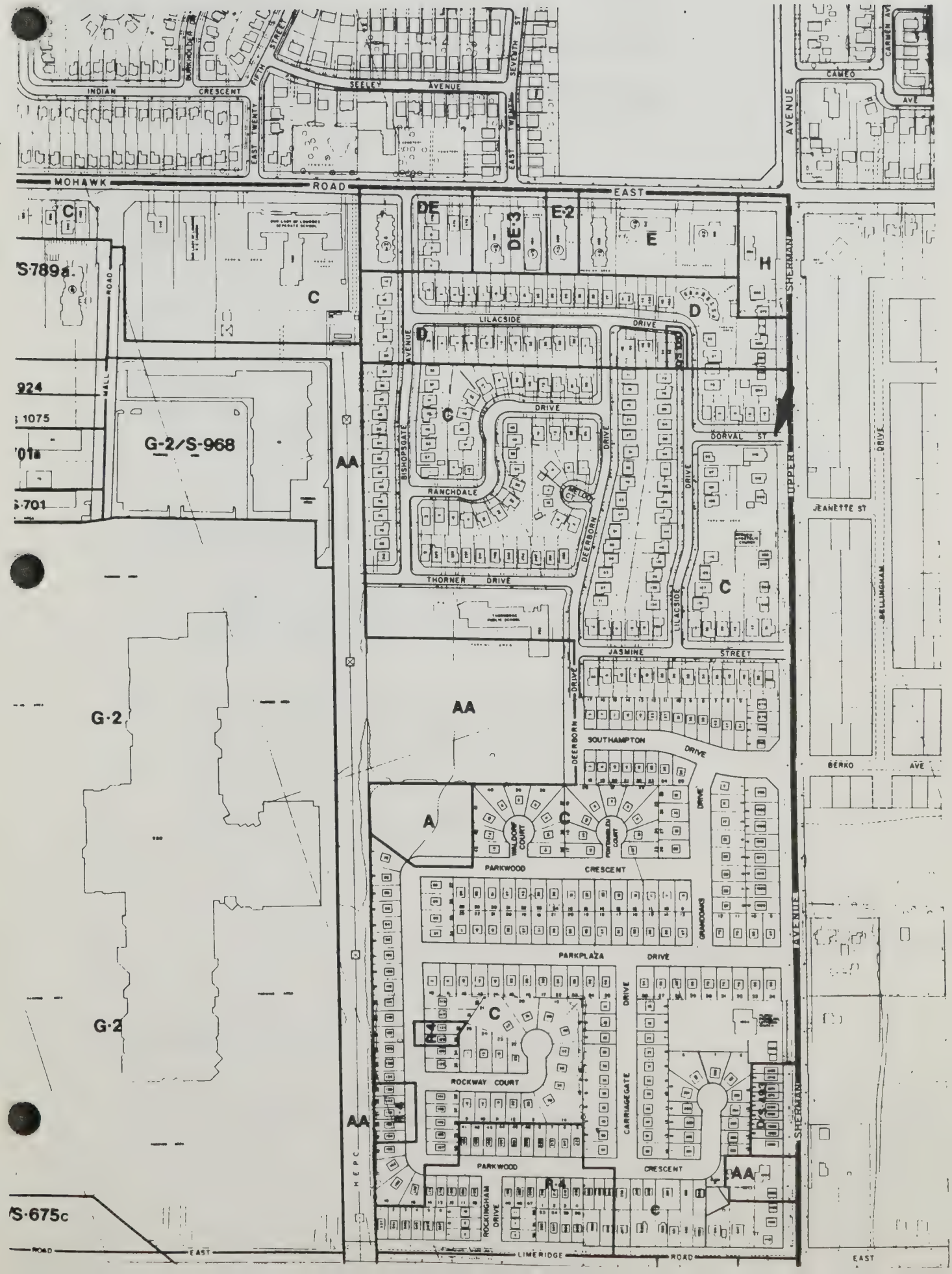
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Dave Armstrong of The Church of the Nazarene, No. 910 Upper Sherman Avenue, that a wheelchair loading zone be implemented on the south side of Dorval adjacent to the church since several church parishioners require the use of Darts vehicles.

Dorval has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area. Mr. Anderson has expressed concern that there is no suitable location to load and unload disabled parishioners due to parked vehicles from other parishioners. The requested regulation would result in the loss of two legal on-street parking spaces. However, since the applicant has agreed to limit the regulation such that the space is available Mondays to Saturdays and Sundays after 8:00 p.m. The Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

MT/CVB/kg


MOHAWK ROAD EAST
SEELEY AVENUE
INDIAN CRESCENT
FIFTH STREET
SEVENTH ST
EAST TWENTY
EAST TWENTY-FIRST ST
CAMEO AVE
CARMEN AVE
SHERMAN AVENUE
UPPER SHERMAN AVENUE
LILACSIDE DRIVE
DORVAL ST
BISHOPSGATE AVENUE
RANCHDALE DRIVE
DEERBORN DRIVE
THORNER DRIVE
JASMINE STREET
SOUTHAMPTON DRIVE
PARKWOOD CRESCENT
PARKPLAZA DRIVE
ROCKWAY COURT
CARRIAGEGATE DRIVE
ROCKINGHAM DRIVE
JEANETTE ST
BERKO AVE
BELLINGHAM DRIVE
LIMERIDGE ROAD
H E P C
G-2/S-968
G-2
G-2
S-789a.
S-675c
924
1075
701
DE
DE-3
E-2
E
H
D
C
A
AA
R-4

2(b)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: School Bus Loading Zone on Bonaparte Way adjacent to St. Marguerite D'Youville School. [TEC-29-95]

RECOMMENDATION:

a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Bonaparte Way commencing at a point 124 east of the east curb line of Brigade Drive and extending to 80 feet easterly; and

b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Bonaparte Way commencing at a point 111 feet east of the east curb line of Corsica Court and extending 31 feet easterly; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

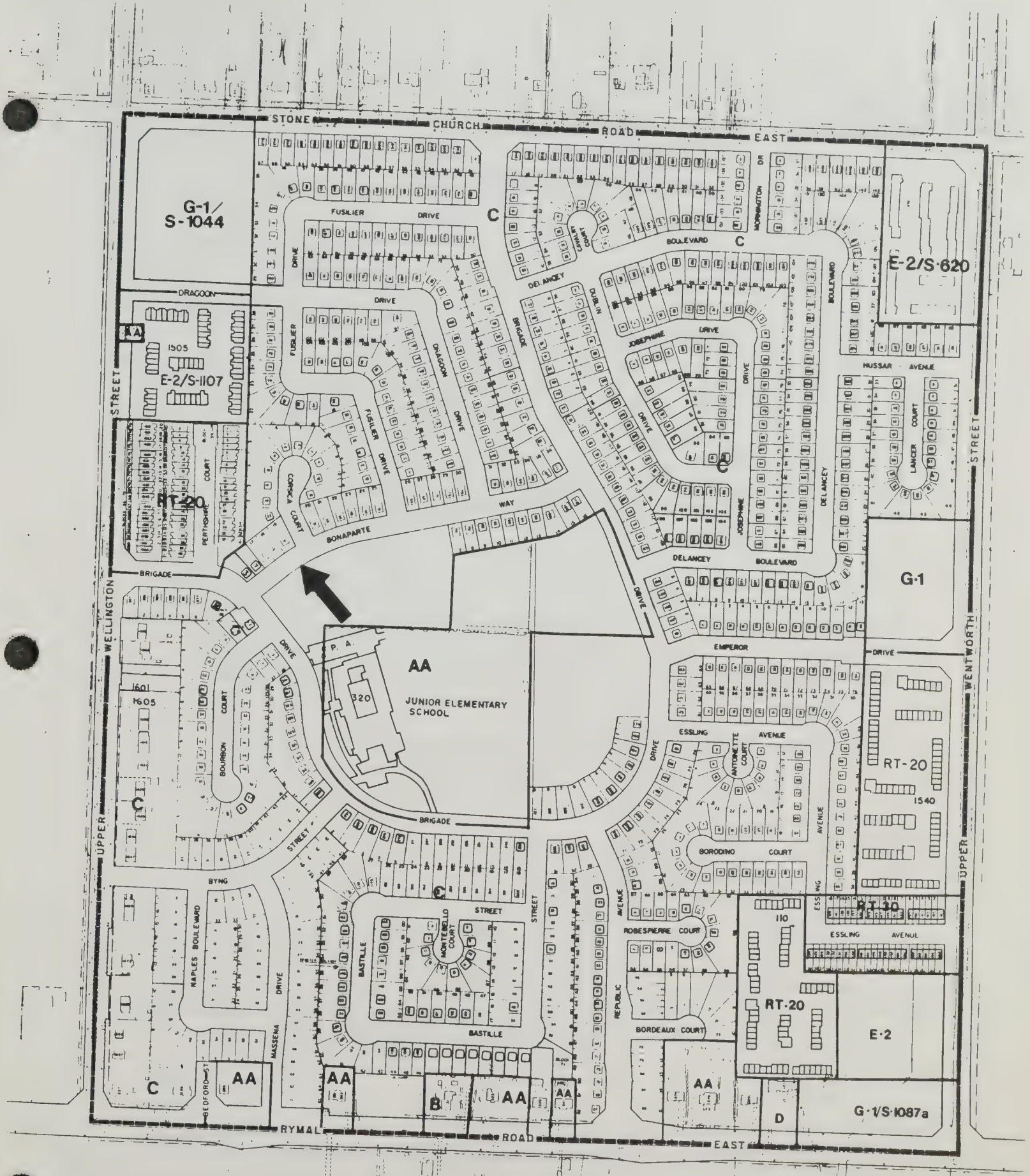
BACKGROUND:

The Hamilton-Wentworth Roman Catholic Separate School Board has requested that a School Bus Loading Zone be provided on Bonaparte Way to service buses at St. Marguerite D'Youville School. Traffic Department staff have contacted Mr. T. Brennan, the Principal of the school respecting this matter.

This school was opened in September of 1994 and does not currently have any on-street school bus loading facilities. In consultation with the Principal, it was decided that sufficient space should be allocated for three buses.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday regulation on the south side of Bonaparte Way in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while loading and unloading of school children is taking place on Bonaparte Way, the Traffic Department concurs with the request.

ERA/MH/kg


STONE CHURCH ROAD EAST
G-1/
S-1044
FUSILIER DRIVE
DRAGOON
1505
E-2/S-1107
STREET
RT-20
PERTHSHIRE COURT
CORSICA COURT
BONAPARTE WAY
BRIGADE
DELANCEY BOULEVARD
DUBLIN
JOSEPHINE DRIVE
NORMANDY DR
E-2/S-620
HUSSAR AVENUE
LANCER COURT
G-1
EMPEROR DRIVE
P.A.
AA
320
JUNIOR ELEMENTARY SCHOOL
WELLINGTON
UPPER
WENTWORTH
1601
1605
BOURBON COURT
ESSLING AVENUE
ANTOINETTE COURT
BORODINO COURT
RT-20
1540
BYNG
NAPLES BOULEVARD
MASSENA DRIVE
BASTILLE
MONTEBELLO COURT
ROBESPIERRE COURT
REPUBLIC AVENUE
110
RT-20
E-2
BORDEAUX COURT
BEDFORD ST
B
D
G-1/S-1087a
RYMAL ROAD EAST

2(8)(i)(s)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 6

REPORT TO: Kevin Christenson,
Secretary, Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 292 Cumberland Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. (TEC-30-95)

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Cumberland Avenue commencing at a point 145 feet west of the extended west curb line of Norway Avenue and extending to a point 21 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Midjord, No. 295 Cumberland Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12. annual charge for the parking permit will off-set the cost to some degree.

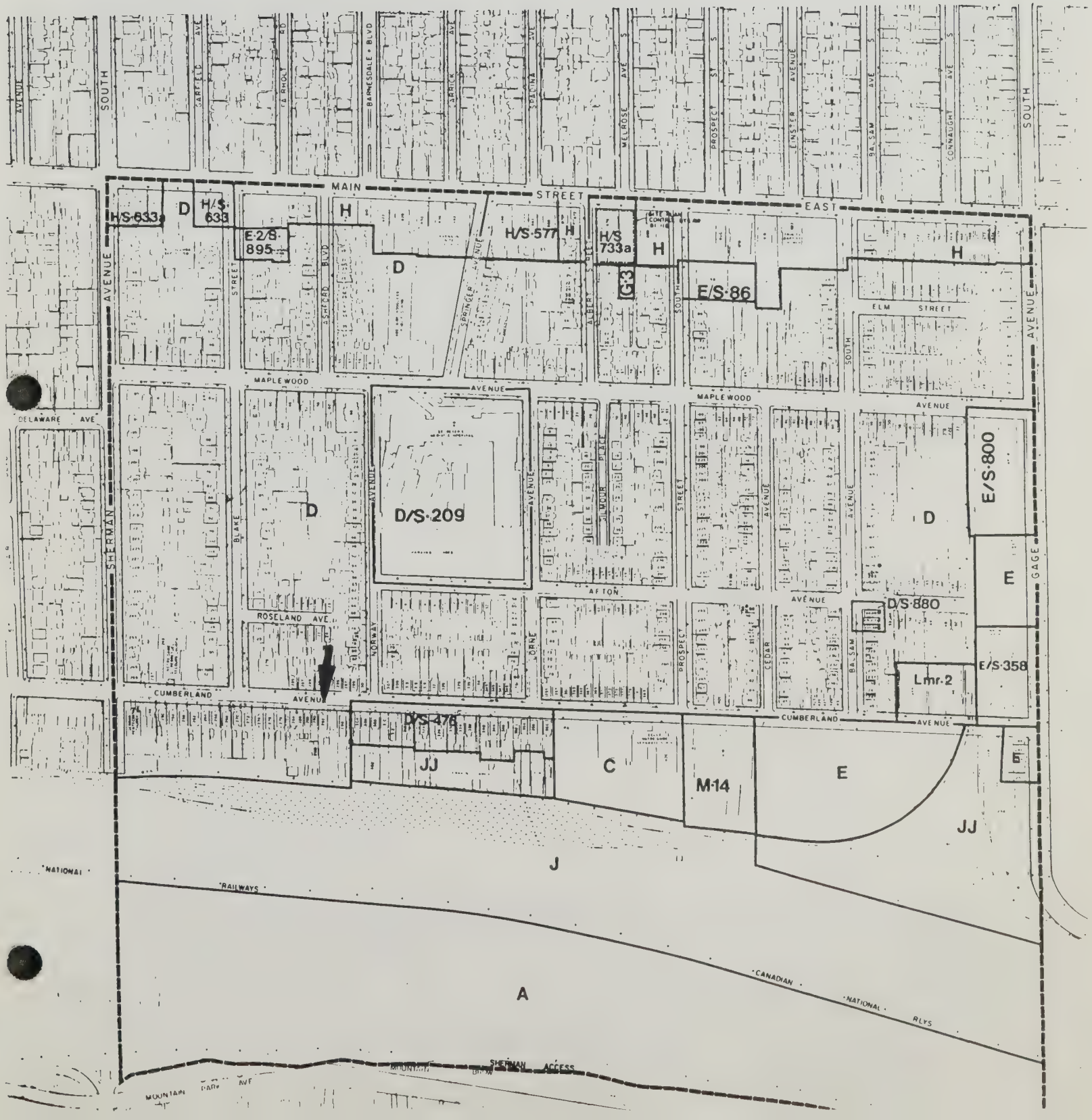
BACKGROUND:

The Traffic Department has received a request from Mrs. Midjord, No. 295 Cumberland Avenue, that a reserved "Permit Parking" space be designated on the south side of Cumberland Avenue opposite his home since he is disabled.

Cumberland has a 30 foot pavement width, and presently, there is unrestricted parking on the south side and a "No Parking" regulation on the north side of the street in this area.

City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Midjord possesses a valid permit. An investigation has revealed that there is no available off-street parking on the private property. Staff has contacted Mr. Ricicot, No. 292 Cumberland Avenue, who has advised that he supports the requested regulation in front of his property. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg


MAIN STREET EAST
H/S-633
H/S 633
E-2/S 895
H/S-577
H/S 733a
E/S-86
D/S-209
D/S-476
D/S-880
E/S-800
E/S-358
Lmr-2
M-14
MAPLEWOOD AVENUE
CUMBERLAND AVENUE
ROSELAND AVE.
AFTON
ELM STREET
SHERMAN AVENUE
GAGE AVENUE
BLAKE AVENUE
DELAWARE AVE
NORWAY
PROSPECT
CEDAR
BALSAM
ALMOND PLACE
SPRINGER AVENUE
ALBERT STREET
BARNESDALE BLVD
ASHFORD BLVD
MELROSE AVE
PROSPECT ST
ENSTER AVENUE
CONNAUGHT AVE
SPADINA AVE
GARFIELD AVE
SOUTH
CITY COMMERCE
NATIONAL RAILWAYS
CANADIAN NATIONAL RLYS
SHERMAN ACCESS
MOUNTAIN PARK AVE
D
H
E
C
J
A
JJ
G3

2(B)(i)(t)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Oak Avenue, south of Barton Street East - Parking Regulations. [TEC-32-95]

RECOMMENDATION:

That the three existing one hour parking meters on the west side of Oak Avenue, immediately south of Barton Street East and the existing "No Parking" regulation on the east side of Oak Avenue which commences at Barton Street East and extends to a point 161 feet southerly therefrom, be replaced with an "Alternate Side Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject parking meters and erecting and maintaining the required parking signs. There will be some loss of revenue associated with the removal of the three parking meters.

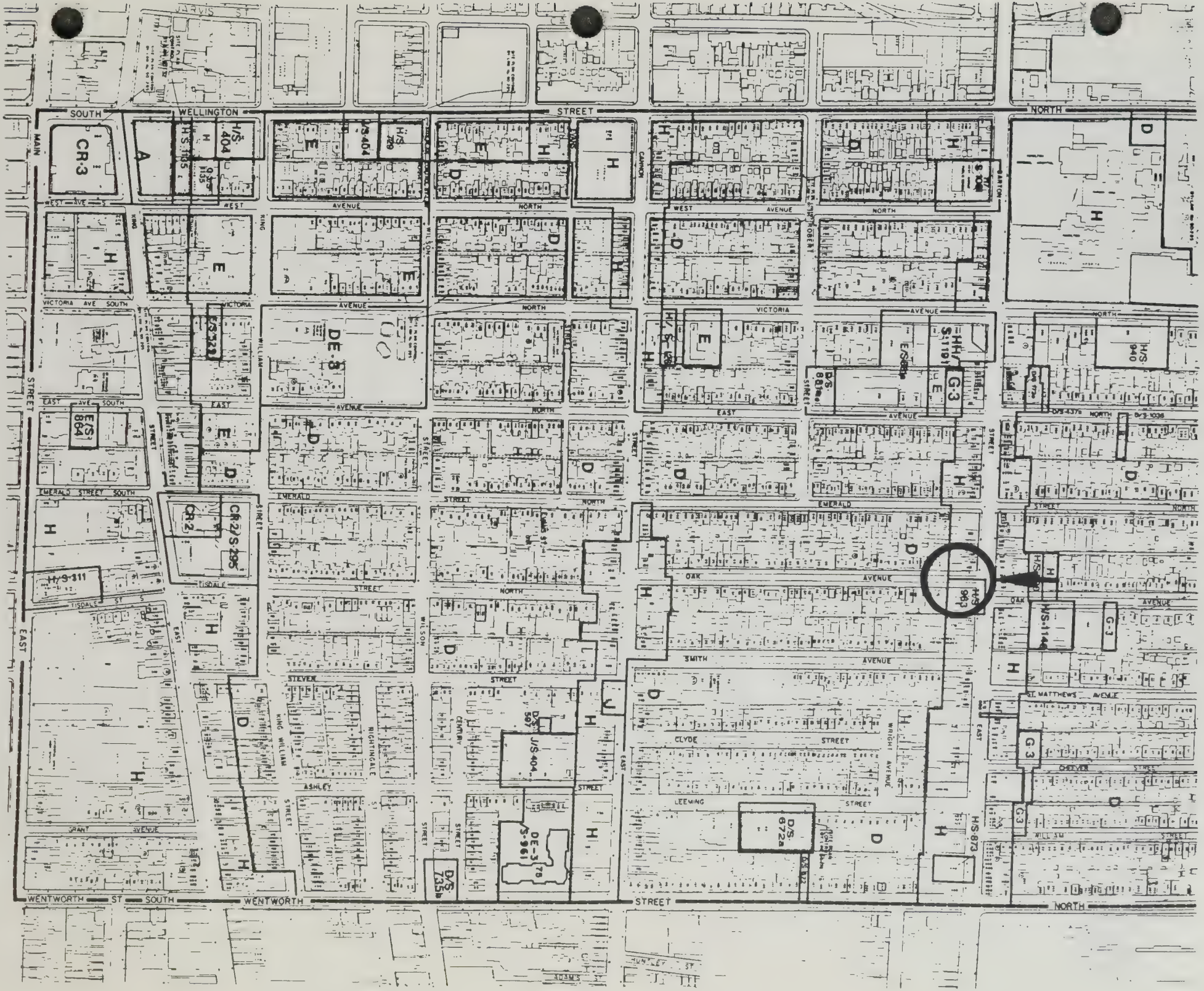
BACKGROUND:

The Traffic Department has received a request from Mr. and Mrs. Dragowich, No. 362 Barton Street East, that the three existing parking meters on the west side of Oak Avenue beside their property be removed.

Oak has a 24 foot pavement width and presently, there are three one hour parking meters on the west side of the street, immediately south of Barton Street East and a 161 foot section of a "No Parking" regulation on the east side of Oak Avenue immediately south of Barton. The remainder of the street is controlled by an "Alternate Side Parking" regulation in this area. Mr. and Mrs. Dragowich have advised that they are converting the property from a commercial to a residential zoning and they have stated that the parking meters are no longer required. Staff has contacted the owner of Dominic's Auto Repair, No. 366 Barton Street East, whose property abuts the east side of Oak, and he has stated that he supports the requested changes to the existing parking regulations. An investigation has revealed that the subject parking meters are rarely used during weekdays. Therefore, staff concur with the request to remove the parking meters.

The existing parking prohibition on the east side of the street immediately south of Barton was implemented in order to facilitate two-way traffic flow on this narrow street since metered parking was provided on the west side on a full-time basis. The parking prohibition on the east side would no longer be required with the removal of the parking meters from the west side of the street and parking in this area would be controlled by the existing "Alternate Side Parking" regulation in the southerly half of the block. Therefore, the Traffic Department recommends that the existing parking prohibition on the east side of the street in this area be removed.

MT/CVB/kg


SOUTH WELLINGTON STREET NORTH
WEST AVENUE SOUTH
VICTORIA AVE SOUTH
EAST AVE SOUTH
EMERALD STREET SOUTH
TISDALE STREET
STEVEN STREET
ASHLEY STREET
GRANT AVENUE
WENTWORTH ST SOUTH
WEST AVENUE NORTH
VICTORIA AVENUE NORTH
EAST AVENUE NORTH
EMERALD STREET NORTH
OAK AVENUE
SMITH AVENUE
CLYDE STREET
LEEMING STREET
ST. MATTHEWS AVENUE
WENTWORTH STREET NORTH
MAIN STREET
WILLIAM STREET
CENTRAL AVENUE
WRIGHT AVENUE
CR-3
CR-2
CR-2/S-285
E/S-864
J/S-404
H/S-311
H/S-880
H/S-882
DE-3
DE-8
DE-3-996
DS-7235
DS-8722
G-3

20(xi)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: West Side of Berkindale Drive between Bellamy Road and Roxborough Avenue - Parking Regulations. [TEC-33-95]

RECOMMENDATION:

That a "No Parking" regulation be implemented on the west side of Berkindale Drive between Bellamy Road and Roxborough Avenue and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

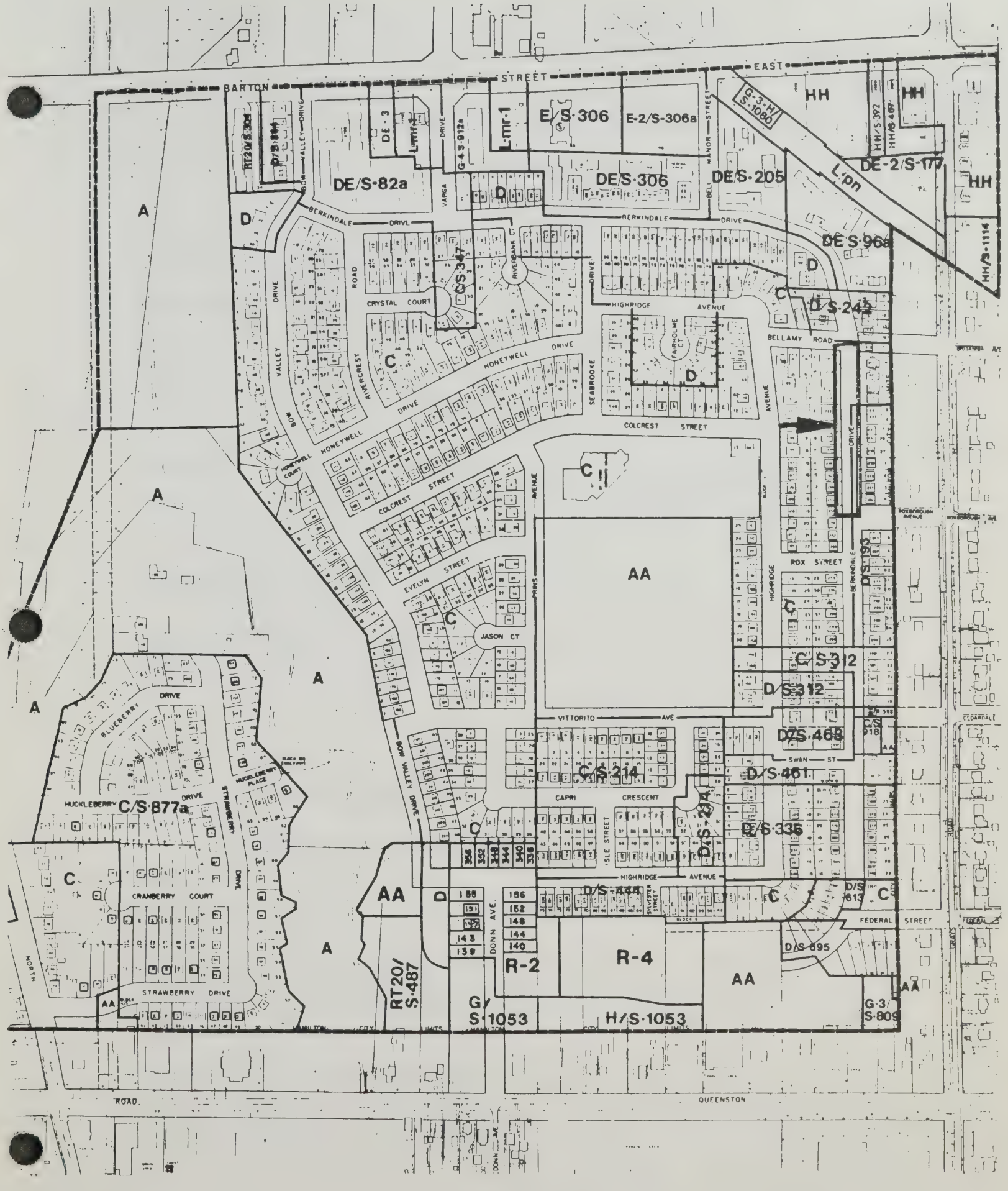
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 22 of the 27 residential properties abutting Berkindale Drive between Bellamy Road and Roxborough Avenue, requesting that a "No Parking" regulation be implemented on the west side of the street between Bellamy and Roxborough. Twelve of the petitioners support the requested regulation, eight do not and two residents expressed no opinion respecting this request. Staff has contacted two additional residents and both have expressed support for the requested regulation.

Berkindale has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for a portion of a "No Parking" regulation on the west side of the street between Rox and Roxborough. The resident who circulated the petition has expressed concern that since parking is permitted on both sides of the street, driveway movements and two-way traffic flow are obstructed to some degree. The Traffic Department supports the principle of removing parking from one side of narrow streets such as this in order to facilitate driveway movements and two-way traffic flow. Therefore, since 52 percent of the abutting residents support the requested regulation, the Traffic Department concurs with the request.

MT/CVB/kg


BARTON STREET EAST
DE/S-82a
DE/S-306
E/S-306
E-2/S-306a
DE/S-205
DE-2/S-177
DE/S-96a
D/S-242
CS-347
CRYSTAL COURT
HONEYWELL DRIVE
BERKINDALE DRIVE
HIGHRIDGE AVENUE
BELLAMY ROAD
COLCREST STREET
EVELYN STREET
JASON CT
ROX STREET
VITTORITO AVE
SWAN ST
CAPRI CRESCENT
ISLE STREET
MIGHRIDGE AVENUE
FEDERAL STREET
BLUEBERRY DRIVE
HUCKLEBERRY DRIVE
CRANBERRY COURT
STRAWBERRY DRIVE
C/S-877a
C/S-312
D/S-312
D/S-468
C/S-214
D/S-461
D/S-335
D/S-214
D/S-444
D/S-613
D/S-695
R-2
R-4
RT20/S-487
G/S-1053
H/S-1053
G-3/S-809
G-3-H/S-1080
L-pn
HH
AA
A
C
D
ROAD
QUEENSTON

2(BXiXv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 9

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Apartment Building at No. 75 Bold Street - Application for a Time Limit Exemption Permit. [TEC-35-95]

RECOMMENDATION:

That the Director of Traffic Services be authorized to issue a time limit exemption permit to Mr. Ken Hazell, No. 1006-75 Bold Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The sale of the parking permit would generate a revenue of $24. per year.

BACKGROUND:

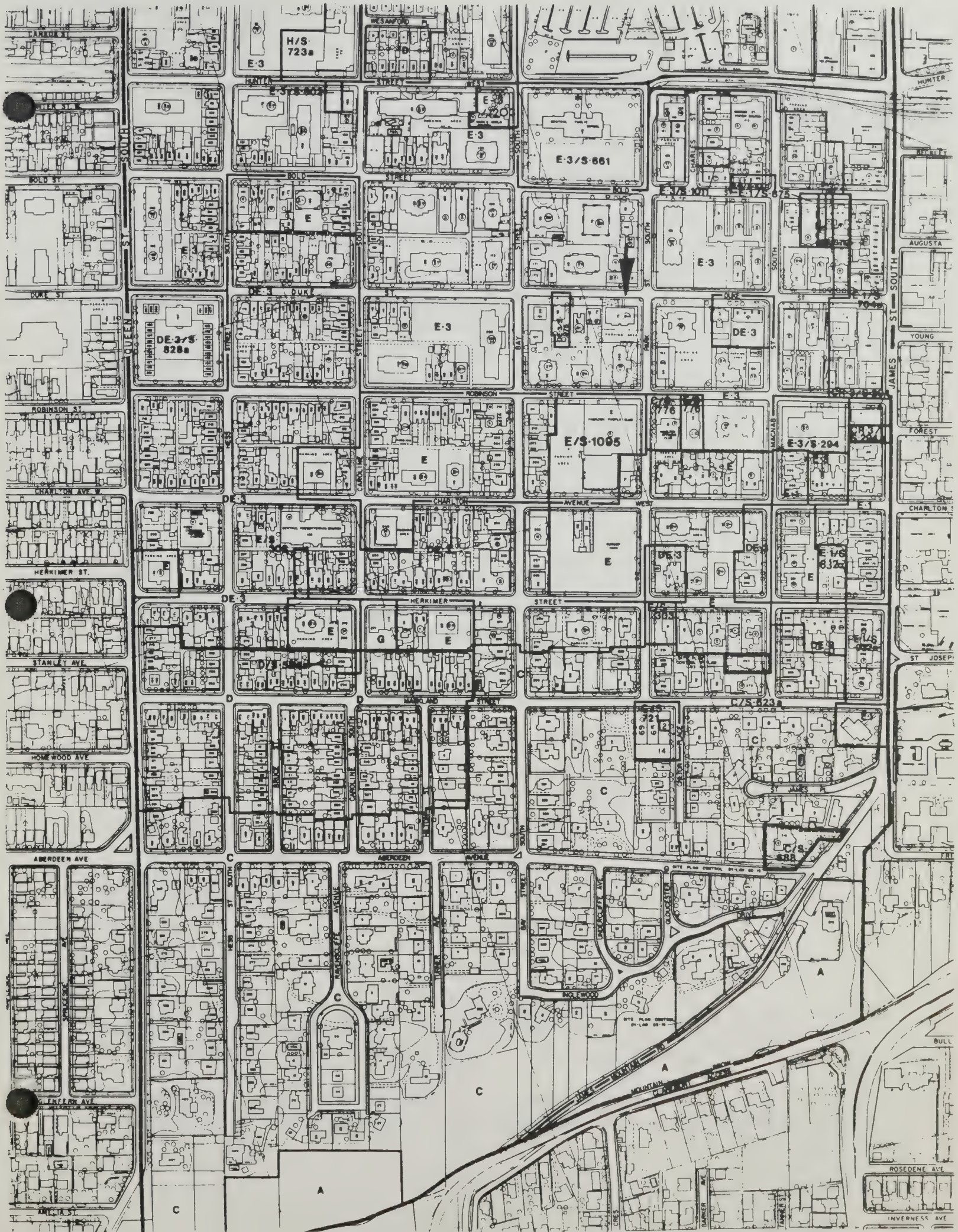
The Traffic Department has received a request from Mr. Ken Hazell, No. 1006-75 Bold Street, for a time limit exemption permit which would allow him to park his van beyond the signed parking time limit on Bold Street since his vehicle will not fit into the underground parking garage of his apartment building.

Past practice of the committee has established a policy that generally time limit exemption permits will be issued to residents of one, two or three family dwellings and to residents of apartment buildings only under exceptional circumstances. The land use on Bold in this area consists generally of apartment buildings.

Periodic observations reveal that the street is generally heavily parked during the day, but since there has not been a great demand for time limit exemption permits in this area, it appears that the parking is generally short-term parking by non-residents or area residents without permits. Thus, the issuance of a time limit exemption permit to this resident should not create any problems for other area residents.

In the past, the committee has dealt with similar requests from apartment dwellers whose vehicles will not fit into the underground parking areas and has authorized the Director of Traffic Services to issue one permit to each of these applicants. Therefore, since the applicant's van will not fit into the underground parking facility at 75 Bold Street, it would be appropriate to issue one time limit exemption permit to the applicant.

MT/CVB/kg


H/S-723a
E-3
E-3/S-861
E-3/S-1011
E-3/S-875
E-3/S-704a
DE-3/S-828a
DE-3
E/S-1095
E-3/S-294
E/S-832a
C/S-823a
C/S-888
HUNTER STREET WEST
BOLD ST.
DUKE ST.
ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
STANLEY AVE.
HOMEWOOD AVE.
ABERDEEN AVE.
ENFERN AVE.
ARKLEA ST.
ROSEDENE AVE.
INVERNESS AVE.
QUEEN ST. SOUTH
JAMES ST. SOUTH
MACNAB ST.
BAY ST. SOUTH
CAROLINE ST. SOUTH
HIGH ST.
WALNUT ST.
MARKLAND STREET
CHARLTON AVENUE WEST
ROBINSON STREET
HERKIMER STREET
ABERDEEN AVENUE
AUGUSTA ST. SOUTH
YOUNG ST.
FOREST AVE.
ST JOSEPH
GLOUCESTER CRES.
INGLEWOOD DRIVE
MOUNTAIN CIRCLE DRIVE
MOUNTAIN ROAD
BANKSIDE DRIVE
TANNERY ST.
BULL

26(B)(i)(w)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 10

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: West side of East 19th Street, south of Concession Street - Taxi Stand. [TEC-36-95]

RECOMMENDATION:

That a 'Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of East 19th Street commencing at a point 176 feet south of Concession Street and extending 50 feet southerly and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

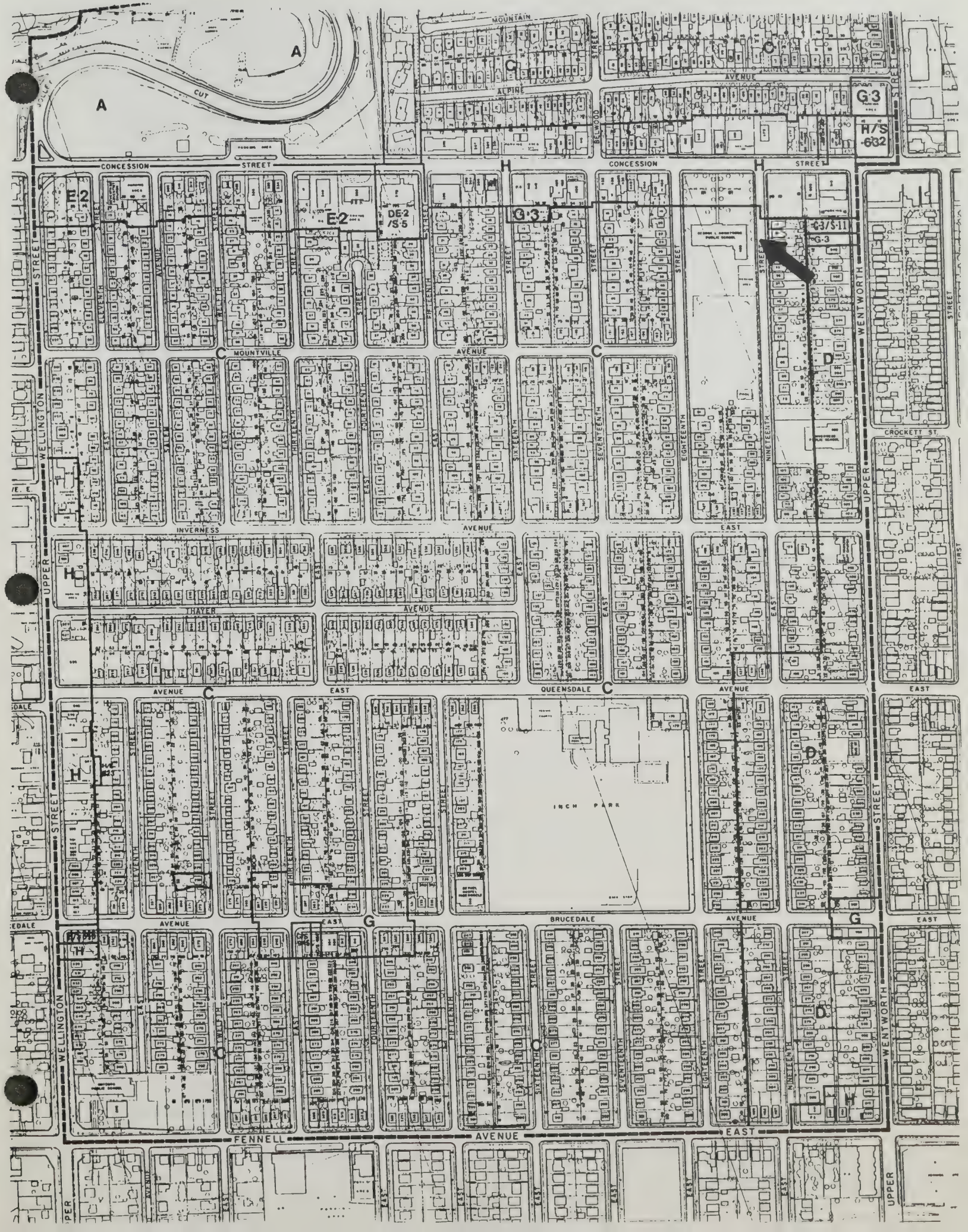
BACKGROUND:

The Principal of G.L. Armstrong School has requested that a Taxi Stand be implemented adjacent to the school on the west side of East 19th Street, south of Concession Street to accommodate two taxies. Presently, parking is prohibited in this area.

Loading and unloading by all vehicles is presently permitted in the restricted area. However, taxies transporting "special need" students are frequently forced to stop long

distances from the side doors of the school because the area is often occupied by parents stopping to pick up and drop off their children. Therefore, in order to reserve an area for the taxies to stop while picking up and dropping off "special need" students at the entrance to G.L. Armstrong School, the Traffic Department concurs with the request for a Taxi Stand.

ERA/MH/kg


CONCESSION STREET
MOUNTAIN AVENUE
ALPINE AVENUE
BELMONT STREET
MOUNTVILLE AVENUE
INVERNESS AVENUE
THAYER AVENUE
QUEENSDALE AVENUE
BRUCEDALE AVENUE
FENNELL AVENUE EAST
CROCKETT ST.
WELLINGTON STREET
UPPER WENTWORTH STREET
ELEVENTH STREET
THIRTEENTH STREET
SIXTEENTH STREET
SEVENTEENTH STREET
EIGHTEENTH STREET
NINETEENTH STREET
EAST AVENUE
INCH PARK
A
C
D
E-2
DE-2 /S-5
G-3
G-3/S-11
H/S -632
H-2

2(BXiXx)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 10

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 280 Hughson Street North - Request for a Loading Zone. [TEC-39-95]

RECOMMENDATION:

That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Hughson Street North commencing at a point 53 feet south of Murray Street and extending to a point 21 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

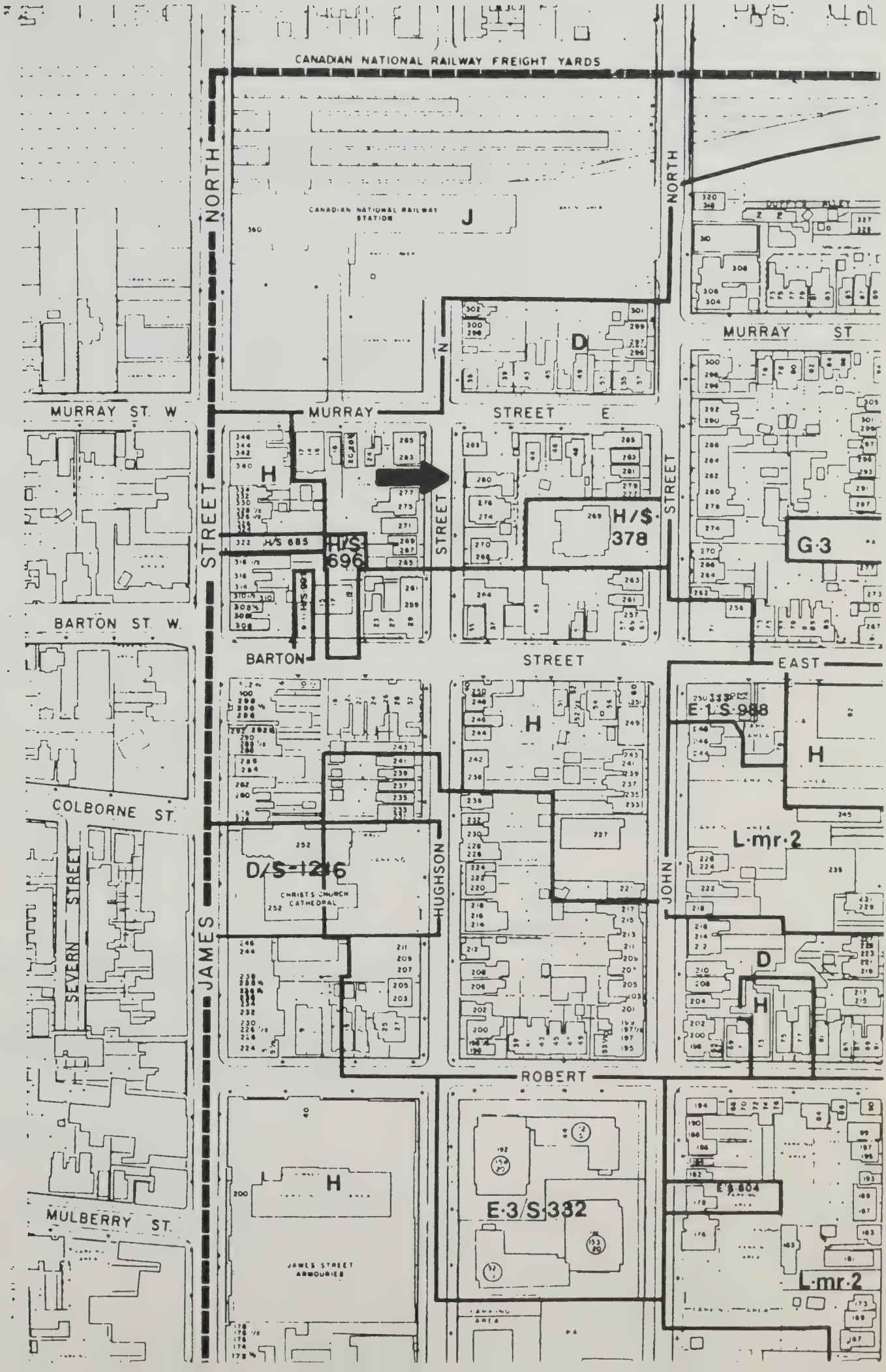
The Traffic Department has received a request from Loris Pilot of Capone Upholsterer's Ltd., 280 Hughson Street North, that a loading zone be implemented on the east side of the street, directly in front of their business.

Hughson has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area.

The implementation of the requested regulation will result in the loss of only one legal on street parking space. However, since the applicant has agreed to limit the hours of the

regulation such that the space would be available for parking after 5:00 p.m. on weekdays and all day on weekends, and since parking would be permitted on both sides of the street for the remainder of the block, the Traffic Department does not anticipate any parking difficulties for area residents. An investigation has revealed that there is no loading/unloading area available on the private property and therefore, the Traffic Department concurs with the request.

CVB/MH/ca


CANADIAN NATIONAL RAILWAY FREIGHT YARDS
CANADIAN NATIONAL RAILWAY STATION
J
D
NORTH
NORTH
MURRAY ST. W
MURRAY STREET E.
MURRAY ST
H
H/S 685
H/S 696
H/S 378
G-3
BARTON ST. W.
BARTON STREET
EAST
E-1-S-988
H
L-mr-2
COLBORNE ST.
SEVERN STREET
D/S-1246
CHRIST'S CHURCH CATHEDRAL
HUGHSON
JOHN
D
H
ROBERT
MULBERRY ST.
H
JAMES STREET ARMOURIES
E-3/S-332
E/S-804
L-mr-2

2(B)(i)(y)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 183 Caroline Street North - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-42-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the west side of Caroline Street North commencing at a point 60 feet north of the southerly end of the street (Central Neighbourhood Park) and extending to a point 20 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Mary Rudaniecki, No. 183 Caroline Street North.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12. annual charge for the parking permit will off-set the cost to some degree.

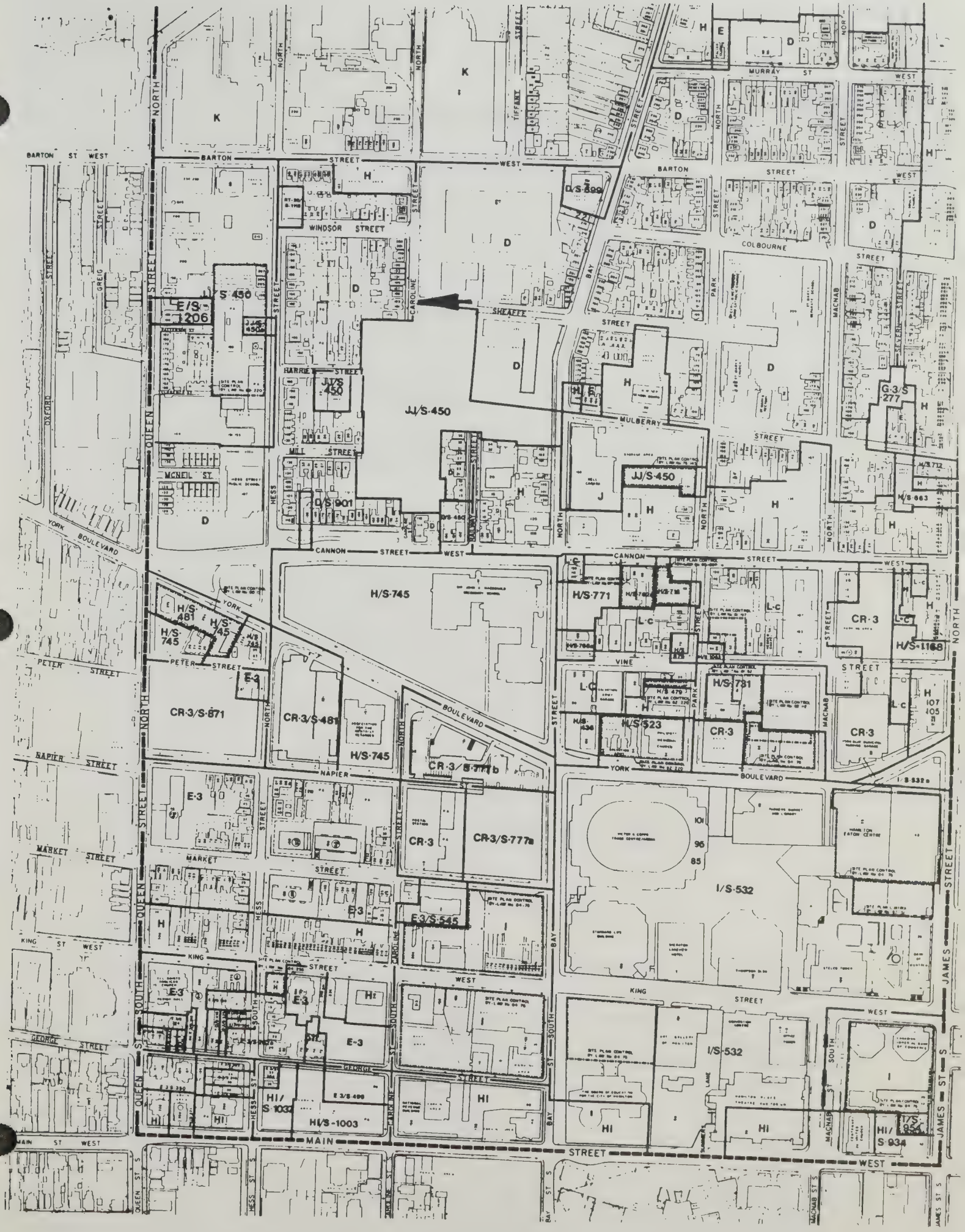
BACKGROUND:

The Traffic Department has received a request from Mrs. Rudaniecki, No. 183 Caroline Street North, that a reserved "Permit Parking" space be designated on the west side of Caroline directly in front of her home since she is disabled.

Caroline has a 32 foot pavement width, and presently, there is unrestricted parking on both sides except for short sections of "No Parking" regulations on the east side and at the southerly end of the street in this block.

City Council, on 1987 December 08, approved a policy to allow for the implementation of individual reserved "Permit Parking" spaces in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mrs. Rudaniecki possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on the private property. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg


BARTON ST WEST
BARTON STREET WEST
MURRAY ST WEST
WINDSOR STREET
COLBOURNE STREET
SHEAFFE STREET
HARRIS STREET
MILL STREET
MULBERRY STREET
MCNEIL ST.
CANNON STREET WEST
YORK BOULEVARD
PETER STREET
NAPIER STREET
MARKET STREET
KING ST WEST
KING STREET WEST
GEORGE STREET
MAIN ST WEST
MAIN STREET WEST
QUEEN STREET NORTH
QUEEN ST S
HESS ST S
JAMES ST S
MACNAB ST S
BAY ST S
OXFORD STREET
GREIG STREET
CAROLINE STREET
TIFFANY STREET
PARK LANE
LANE
BOULEVARD
E/S-1206
S-450
J/S-450
JJ/S-450
D/S-901
D/S-899
H/S-745
H/S-481
H/S-771
H/S-731
H/S-523
H/S-1168
G-3/S-277
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
CR-3
E-3
E-3/S-545
I/S-532
HI/S-1037
HI/S-1003
HI/S-934
L-C
HI
101
96
85

2(13)(i)(2)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 39 Cheever Street - Request to Remove a Wheelchair Loading Zone. [TEC-43-95]

RECOMMENDATION:

That the existing "Wheelchair Loading Zone, 8:00 a.m. to 12:00 a.m. (midnight), seven days a week" regulation on the west side of Cheever Street which commences at a point 245 feet south of Birge Street and extends to a point 20 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

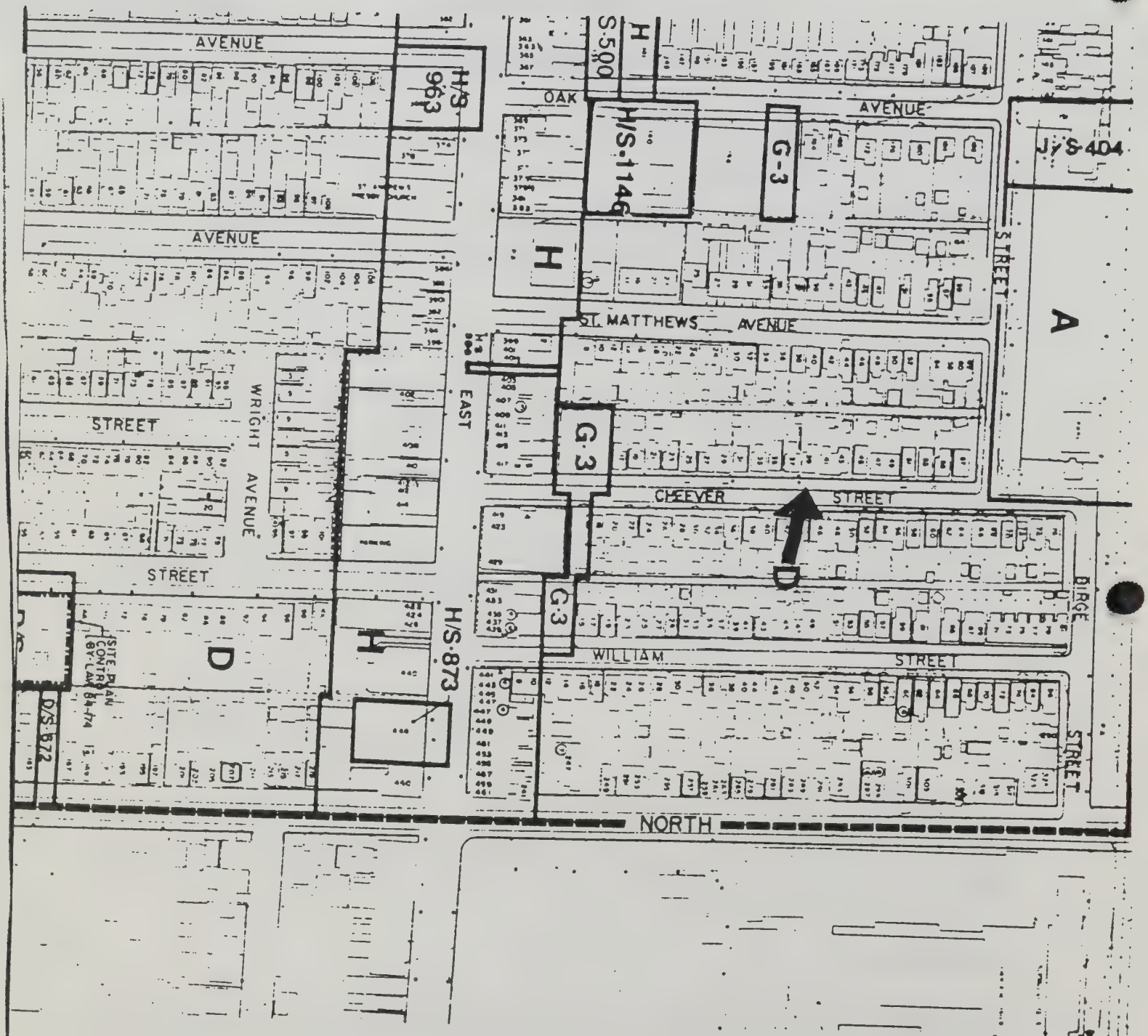
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

In May 1993, City Council approved a request from Mr. Shoesmith, No. 39 Cheever Street, for a "Wheelchair Loading Zone, 8:00 a.m. to 12:00 a.m. (midnight), seven days a week" regulation on the west side of Cheever Street in front of his home since his wife requires the use of Darts buses. However, Mrs. Marino, the landlord of No. 39 Cheever Street, has advised that the regulation is no longer required since Mr. and Mrs. Shoesmith have moved. The Traffic Department has reviewed this matter and concurs with the request.

MT/CVB/kg


AVENUE
H/S 993
H/S-500
OAK
AVENUE
H/S-1146
G-3
H
ST. MATTHEWS AVENUE
AVENUE
STREET
A
WRIGHT AVENUE
STREET
EAST
G-3
CHEEVER STREET
STREET
H/S-873
G-3
WILLIAM STREET
D
SITE PLAN CONTROL BY-LAW 84-174
O/S 872
STREET
NORTH

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 20 Aikman Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-44-95]

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Aikman Avenue commencing at a point 180 feet east of Wentworth Street South and extending to a point 31 feet easterly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

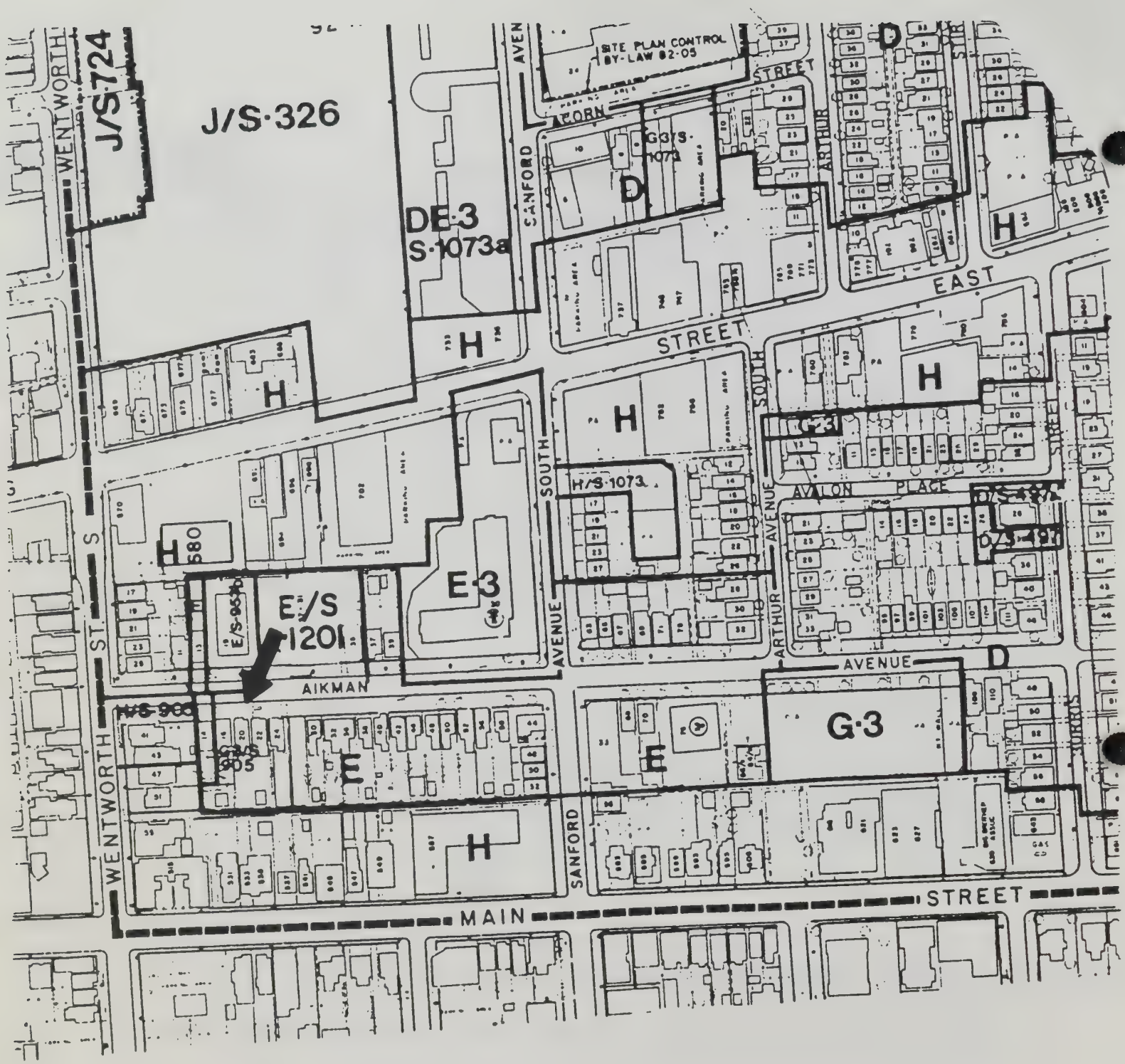
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the signs.

BACKGROUND:

In August 1994 City Council approved a request from Mr. Maiuri, 20 Aikman Avenue, to implement a reserved "Permit Parking" space in front of his home since he is disabled. However, Mr. Maiuri has recently moved and the new owner has requested that this regulation be removed. The Traffic Department has confirmed that Mr. Maiuri has moved, and therefore, recommends that the subject signs be removed.

MT/CVB/kg


J/S·724
J/S·326
WENTWORTH
DE·3
S·1073a
SANFORD AVEN
SITE PLAN CONTROL BY-LAW 82-05
CORN
STREET
G3/S·1073
D
ARTHUR
H
EAST
STREET
H
H
H
SOUTH
AVENUE
H/S·1073
AVLON PLACE
G·3
H
580
E/S
1201
E·3
E/S·933
AIKMAN
AVENUE
D
E
E
G·3
H
WENTWORTH ST. S
SANFORD
MAIN
STREET

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 12

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: West Side of Kings Forest Drive - Parking Regulations.
[TEC-47-95]

RECOMMENDATION:

That the existing "No Parking" regulation on the west side of Kings Forest Drive which commences at Nova Drive and extends to a point 88 feet northerly therefrom be shortened such that the regulation commences at Nova Drive and extends to a point 68 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of relocating the subject sign.

BACKGROUND:

The Traffic Department has received a request from Mrs. Forester, No. 206 Kings Forest Drive, that the existing "No Parking" regulation on the west side of Kings Forest directly adjacent to No. 45 Nova Drive, be shortened to provide an additional on-street parking space.

Kings Forest has a 30 foot pavement width, and presently, there is unrestricted parking on both sides of the street in this area except for the subject "No Parking" regulation on the west side immediately north of Nova which was implemented to facilitate turning movements at this intersection. An investigation has revealed that the subject regulation could be shortened to provide one additional on-street parking space without compromising traffic movement. Staff has contacted Mr. Grant, No. 45 Nova Drive, and he has stated that he supports shortening the existing regulation. Therefore, the Traffic Department concurs with this request.

MT/CVB/kg



128	122	117
61	67	87
11	97	91

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary

Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLAN UMT 73

2 (BXiXcc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 13

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: East side of Magnolia Drive, north of Leclaire Street - Taxi Stand. [TEC-48-95]

RECOMMENDATION:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Magnolia Drive commencing at a point 52 feet north of the north curb line of Leclaire Street and extending 20 feet northerly and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

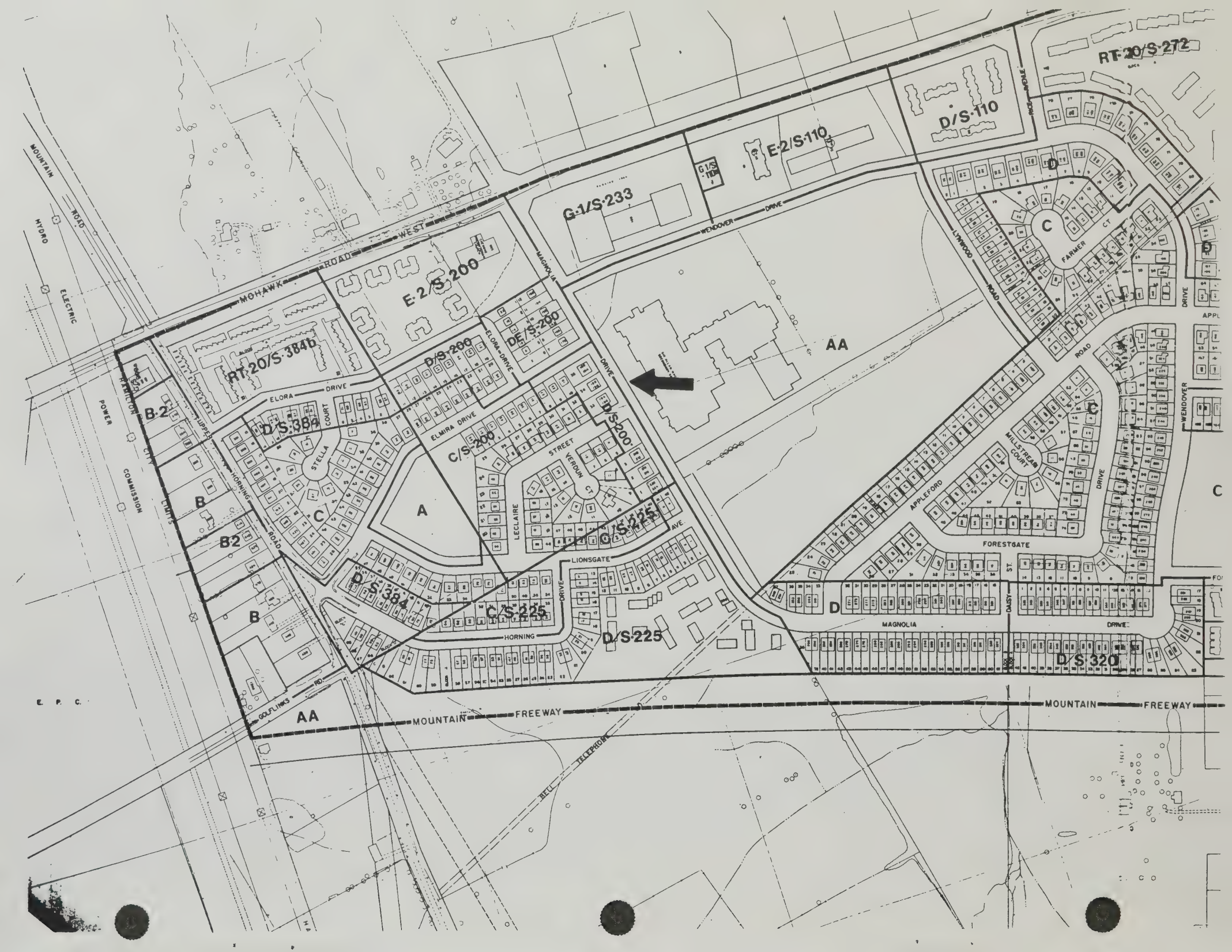
Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Principal of Sir Allan MacNab School has requested that a Taxi Stand be implemented adjacent to the school on the east side of Magnolia Drive, north of Leclaire Street to accommodate one taxi. Presently, parking is prohibited from 7:00 a.m. to 6:00 p.m., Monday to Saturday in this area.

Loading and unloading by all vehicles is presently permitted in the restricted area. However, a taxi transporting "special need" students is frequently forced to stop long distances from the entrance of the school because of parents stopping their vehicles while picking up and dropping of their children. Therefore, in order to reserve an area for the taxi to stop while picking up and dropping off "special need" students at the entrance to Sir Allan MacNab School, the Traffic Department concurs with the request for a Taxi Stand.

ERA/MH/kg


RT-20/S-272
D/S-110
E-2/S-110
G-1/S-233
E-2/S-200
RT-20/S-384b
D/S-200
DE/S-200
D/S-384
C/S-200
D/S-200
C/S-225
D/S-225
D/S-384
C/S-225
D/S-225
D/S-320
AA
AA
A
B-2
B
B-2
B
C
C
C
C
D
D
D
D
MOHAWK ROAD WEST
MOUNTAIN ROAD
HYDRO ELECTRIC POWER COMMISSION
HAMILTON CITY LIMITS
ELORA DRIVE
ELMIRA DRIVE
STELLA COURT
HORNING ROAD
GOLFLINKS RD.
MAGNOLIA DRIVE
WENDOVER DRIVE
LYNWOOD ROAD
FARMER CT
LECLAIRE STREET
VERDUN CT
LIONSGATE DRIVE
APPLEFORD DRIVE
MILLSTREAM COURT
FORESTGATE DR.
DAISY ST.
MAGNOLIA DRIVE
MOUNTAIN FREEWAY
MOUNTAIN FREEWAY
BELL TELEPHONE
E. P. C.

26XiXdd

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 3

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Aurora Street - Parking Regulations. [TEC-12-95]

RECOMMENDATION:

a) That the existing "30 Minute Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side of Aurora Street which commences at a point 59 feet north of Charlton Avenue East and extends to a point 20 feet northerly therefrom be rescinded and replaced with the existing "Permit Parking" regulation which presently controls the remainder of the block; and

b) That the City Traffic By-law 89-72 be amended accordingly; and

c) That the Director of Traffic Services be authorized to issue one parking permit upon request to Mr. Pudjonas, No. 225 Charlton Avenue East.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of replacing the subject signs. However, there is a potential for $12. in revenue each year from the sale of one additional parking permit which would off-set this cost to some degree.

BACKGROUND:

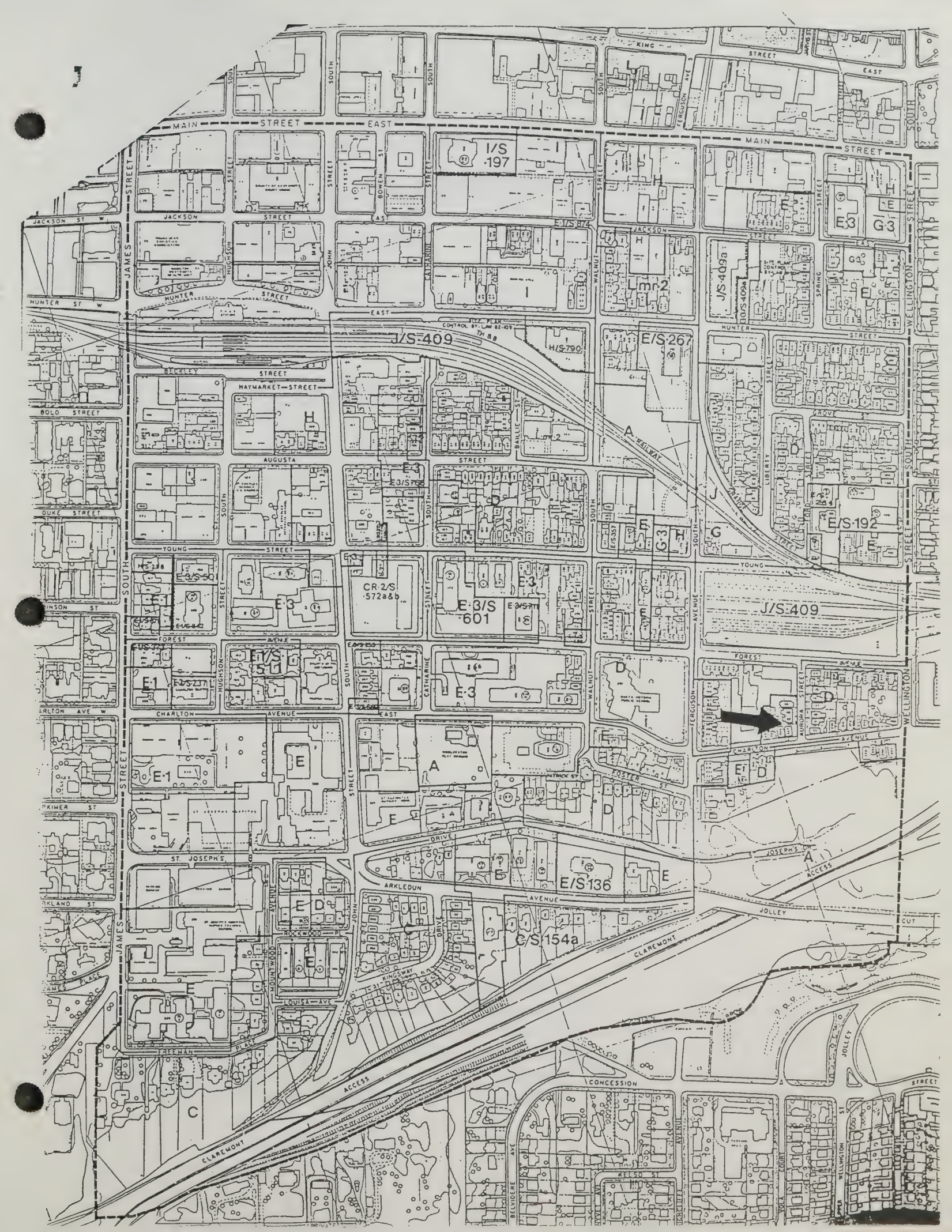
Staff recently identified a problem in that Mr. and Mrs. Pudjonas, No. 225 Charlton Avenue East, frequently appear in Court since their vehicle is continually tagged for parking within the existing "Permit Parking" regulation on Aurora Street without a valid parking permit. The Traffic Department has also received a letter from Mr. Paul Brace, No. 92 Aurora Street, requesting that the existing "30 Minute Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side of Aurora directly in front of his home be replaced with a "Permit Parking" regulation.

Aurora has a 26 foot pavement width, and presently, there is a "Permit Parking" regulation on both sides of the street between Charlton and Forest except for a 20 foot section of a "30 Minute Parking Time Limit, 24 hours a day, seven days a week" regulation in front of No. 92 Aurora Street.

There is a "No Parking" regulation on both sides of Charlton Avenue East in this area. Therefore, the half hour time limit on Aurora was implemented to allow the Pudjonases to find convenient on-street parking in the vicinity of their home. Their Disabled Permit issued by the Ministry of Transportation exempts their vehicle from the signed time limit. However, other vehicles frequently occupy the time limit space and the Pudjonases then park illegally in the "Permit Parking" area as close as possible to their home.

The Traffic Department has reviewed the matter on several occasions and the only acceptable solution would appear to be to replace the half hour time limit space in front of No. 92 Aurora with "Permit Parking" as requested by the abutting resident, and to issue the Pudjonases a permit for the block. This proposed solution also is acceptable to the Pudjonases and since the number of "Permit Parking" spaces on Aurora is being increased by one, this proposal should have no effect whatsoever on other residents.

MT/CVB/kg


MAIN STREET EAST
MAIN STREET
I/S-197
JACKSON STREET
HUNTER STREET
JAMES STREET SOUTH
BOWEN ST
JOHN STREET SOUTH
CATHARINE STREET SOUTH
WALNUT STREET SOUTH
WELLINGTON STREET SOUTH
FERGUSON AVE S
E/S-174
Lmr-2
J/S-409a
J/S-409
E/S-267
H/S-790
HAYMARKET STREET
BOLO STREET
AUGUSTA STREET
DUKE STREET
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
CR-2/S-572a&b
E-3/S-601
E/S-192
E/S-136
C/S-154a
ST. JOSEPH'S DRIVE
ARKLEDUN AVENUE
ROCKWOOD PLACE
MOUNT WOOD
LOUISA AVE
FREEMAN PLACE
KINGSWAY
JOSEPH'S DR ACCESS
CLAREMONT ACCESS
CONCESSION STREET
JOLLEY CT
BELVIDERE AVE
AURORA STREET
RAILWAY
E-1
E-3
A
C
D
E
G-3
H

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: West Side of East 27th Street, south of Fennell Avenue East - Parking Regulations. [TEC-28-95]

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., seven days a week" regulation on the west side of East 27th Street which commences at a point 136 feet south of Fennell Avenue and extends to the extended south curb line of Mackenzie Road be replaced by a "Three Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

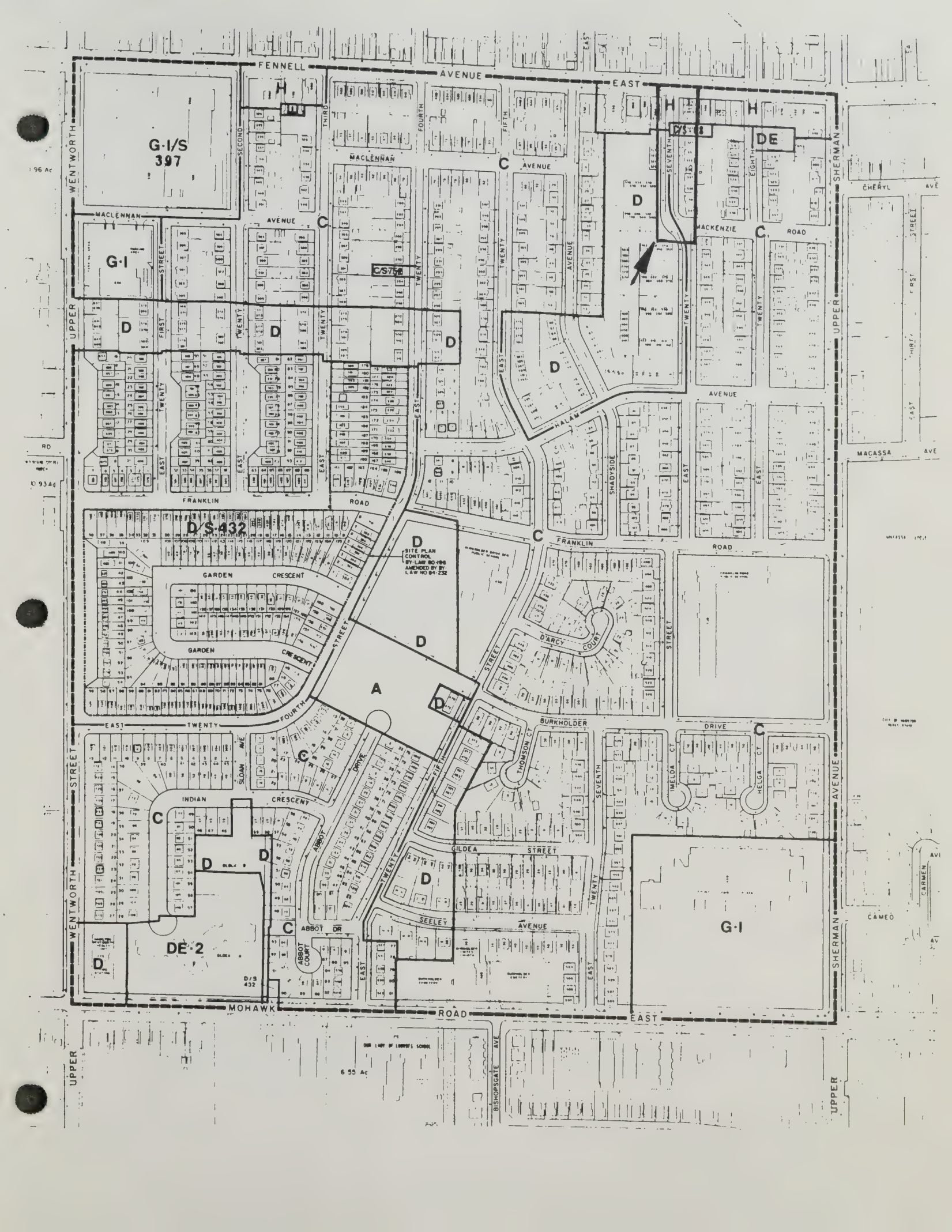
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of replacing the subject signs.

BACKGROUND:

The Traffic Department has received a petition signed by representatives of 14 of the 16 one, two and three family dwellings abutting East 27th between Fennell Avenue and Mackenzie Road, requesting that the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., seven days a week" regulation on the west side of the street be changed to a "Three Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation. All 14 of the abutting residents who signed the petition are in favour of the requested regulation.

East 27th has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., seven days a week" regulation on the west side and a "No Parking" regulation on the east side of the street in this area. There is also a short section of unrestricted parking on the west side of the street immediately south of Fennell which provides customer parking for area businesses. The resident who circulated the petition has expressed concern that the duration of the on-street time limit parking is not long enough for their visitors during the day. The implementation of the requested regulation would provide a longer duration of on-street parking during weekdays. Area residents could continue to use their time limit exemption permits to exempt their vehicles from the requested three hour parking time limit. Therefore, since 88 percent of the abutting residents of one, two or three family dwellings support the requested regulation, the Traffic Department concurs with this request.

MT/CVB/kg


FENNELL AVENUE EAST
WENTWORTH STREET
SHERMAN AVENUE
UPPER WENTWORTH STREET
UPPER SHERMAN AVENUE
MOHAWK ROAD EAST
G-I/S 397
G-I
D/S-432
DE
DE-2
A
D
C
H
MACLENNAN AVENUE
MACKENZIE ROAD
FRANKLIN ROAD
GARDEN CRESCENT
INDIAN CRESCENT
D'ARCY COURT
BURKHOLDER DRIVE
GILDEA STREET
SEELEY AVENUE
ABBOT DR
ABBOT COURT
THOMSON CT
IMELDA CT
HELGA CT
SHADYSIDE
HALAM
CHERYL AVE
MACASSA AVE
CAMEO
CARMEN
BISHOPSGATE AVE
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO 84-232
OUR LADY OF LOURDES SCHOOL
6.55 Ac

2(B)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 12

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Kings Forest Drive and Nova Drive - Intersection Control. [TEC-46-95]

RECOMMENDATION:

That southbound traffic on Kings Forest Drive be required to stop for eastbound and westbound traffic on Nova Drive and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Glenn Forester, No. 206 Kings Forest Drive, that stop control be implemented at the intersection of Kings Forest and Nova.

The subject intersection is a "T" type intersection, and presently, there are no intersection control signs. Therefore, the Traffic Department concurs with the request and recommends that southbound traffic on Kings Forest be required to stop for eastbound and westbound traffic on Nova.

MT/CVB/kg



128	122	117
61	67	87
11	97	91

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

Neighbourhood Boundary

Zoning Boundary.

Prepared for The City of Hamilton
by the Planning and Development Department
of The Regional Municipality of Hamilton-Wentworth

PLAN UNIT 73

2(B)(iii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Upper Gage Bus Route - Bus Stop Relocation.
[TEC-40-95]

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company the following bus stop be relocated:

Route #23 Upper Gage

Delete - Westbound -	Eaglewood Drive, north side, 33 feet east of the centre line of Eleanor Avenue (N/S); and
Add - Northbound -	Eva Street, east side, 21 feet south of Eaglewood Drive (N/S).

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

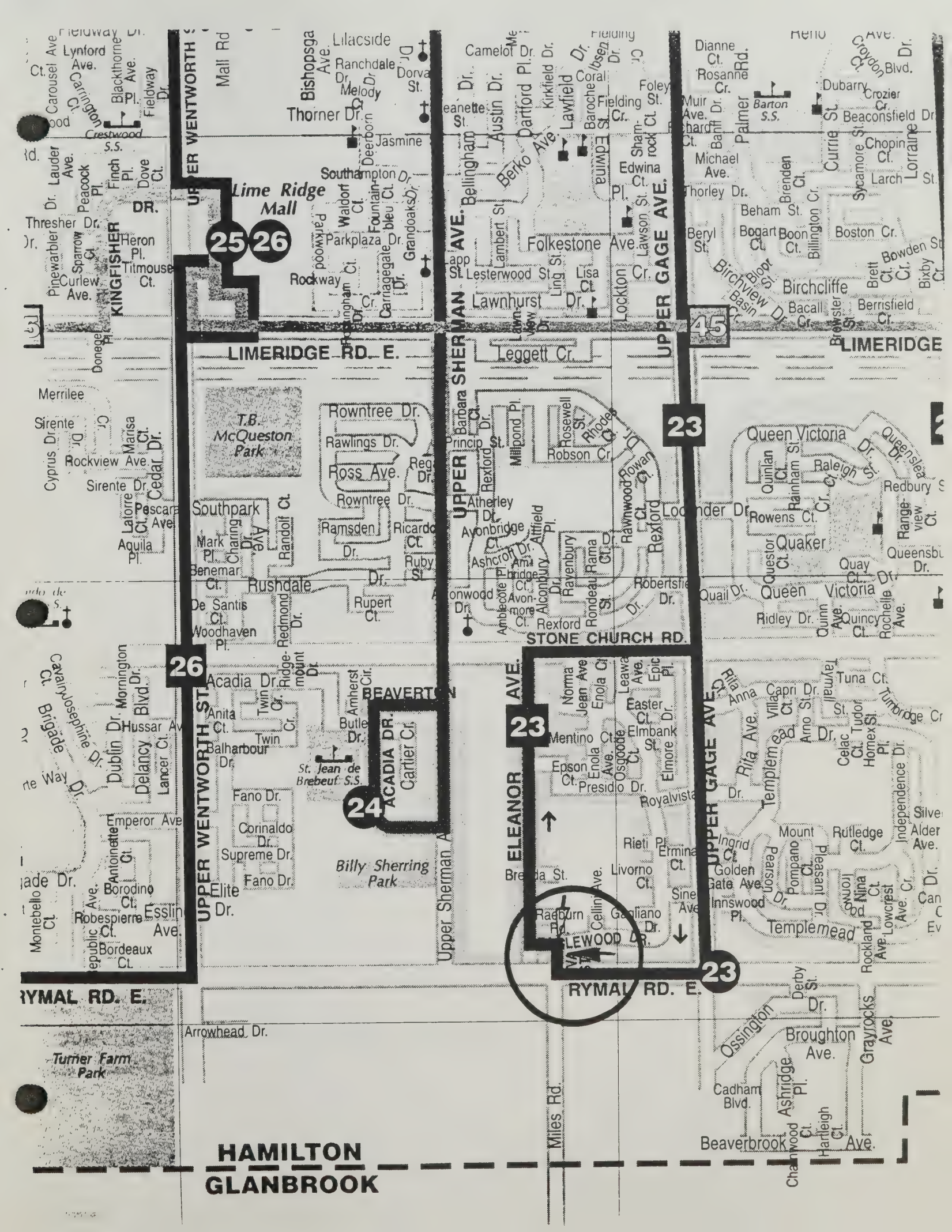
N/A

BACKGROUND:

Staff recently received a request from the Hamilton Street Railway Company for permission to relocate the existing nearside bus stop on the north side of Eaglewood Drive immediately east of Eleanor Avenue to a nearside location on the east side of Eva Street, immediately south of Eaglewood. A representative of the Hamilton Street Railway Company advised

that the relocation of the subject bus stop would improve route efficiency while improving route coverage. The relocation of the subject bus stop would not result in the loss of any on-street parking since this area is already signed with a "No Stopping" regulation. The Traffic Department has reviewed this matter and concurs with the request.

JAD/DR/MT/kg


Lime Ridge Mall
LIMERIDGE RD. E.
STONE CHURCH RD.
RYMAL RD. E.
UPPER WENTWORTH ST.
UPPER SHERMAN AVE.
UPPER GAGE AVE.
ELEANOR AVE.
ACADIA DR.
BEAVERTON
T.B. McQueston Park
Billy Sherring Park
Turner Farm Park
St. Jean de Brebeuf S.S.
Crestwood S.S.
Barton S.S.
HAMILTON
GLANBROOK

2BXiiiX(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 11

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Limeridge Bus Route - Bus Stop Relocation.
[TEC-41-95]

Murray F. Main

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company the following bus stop be relocated:

Route #45 Limeridge

Delete - Eastbound -	Limeridge Road East, south side, 617 feet east of Upper Wentworth Street (M/B); and
Add - Eastbound -	Limeridge Road East, south side, 276 feet west of the projected west curb line of Rockingham Drive (M/B).

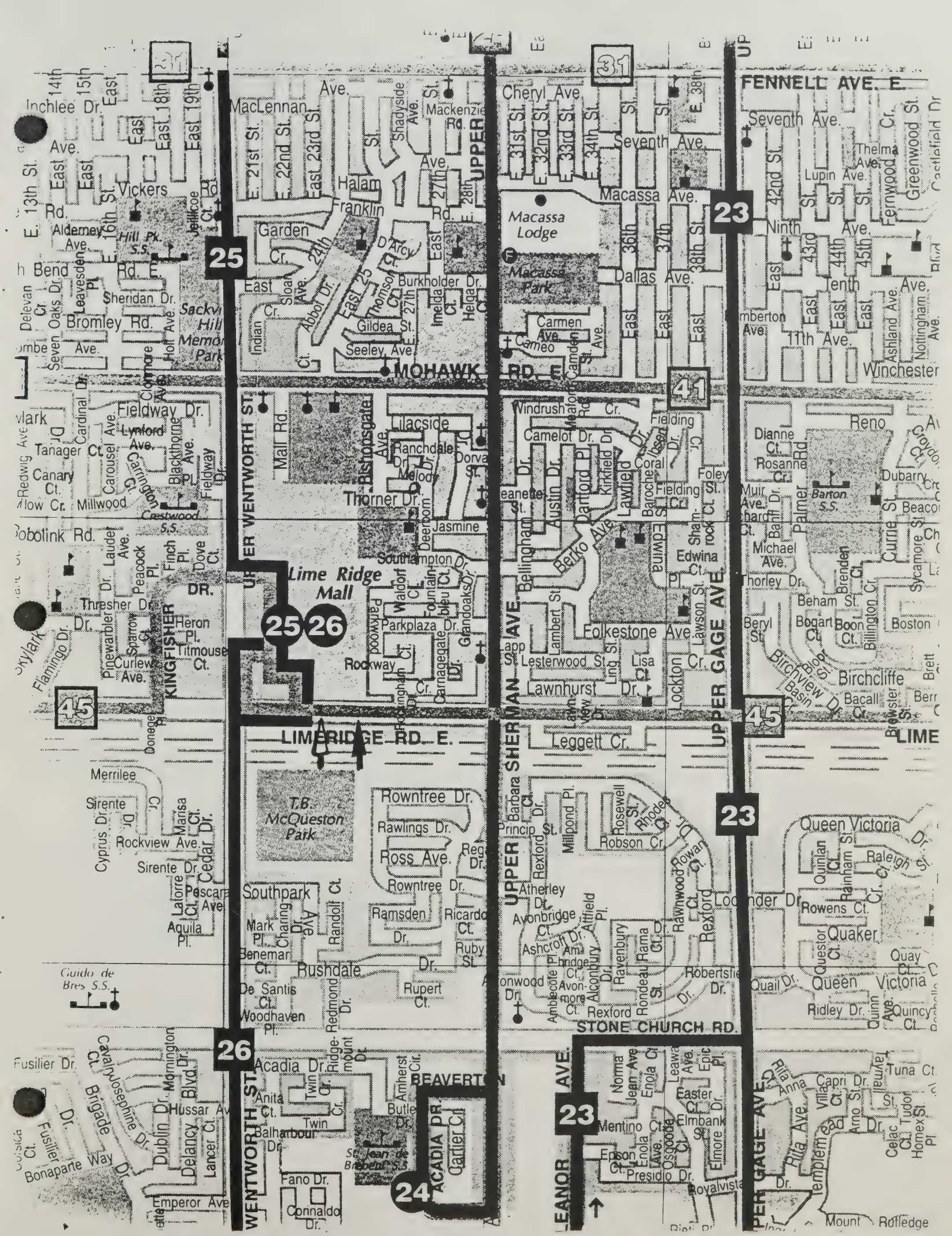
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Staff received a request from the Hamilton Street Railway Company for permission to relocate the existing midblock bus stop on the south side of Limeridge Road East, east of Upper Wentworth to a midblock location opposite the southeast entrance to Lime Ridge Mall. The Hamilton Street Railway Company advised that a realignment of Route #45 Limeridge will be implemented within the internal roadway of the mall to help improve route efficiency. This bus stop must be relocated in association with this change in order to maintain route coverage for area customers. An investigation has revealed that there would be no loss of on-street parking since the relocated bus stop would be within an area already signed with a "No Stopping" regulation. The Traffic Department has reviewed this matter and concurs with the request.

JAD/DR/MT/kg


Lime Ridge Mall
LIMERIDGE RD. E.
STONE CHURCH RD.
MOHAWK RD. E.
FENNELL AVE. E.
UPPER WENTWORTH ST.
UPPER SHERMAN AVE
UPPER GAGE AVE.
WENTWORTH ST.
ACADIA DR.
BEAVERTON
T.B. McQueston Park
Macassa Park
Macassa Lodge
Hill Pk. S.S.
Crestwood S.S.
Guido de Bres S.S.
Barton S.S.
St. Jean de Brebeuf S.S.
Inchlee Dr.
MacLennan Ave.
Vickers Rd.
Bromley Rd.
Fieldway Dr.
Thorner Dr.
Bishopsgate Dr.
Lilacside Dr.
Ranchdale Dr.
Jasmine Cres.
Southampton Dr.
Parkplaza Dr.
Rockway Dr.
Folkestone Ave.
Lawnhurst Dr.
Leggett Cr.
Rowntree Dr.
Rawlings Dr.
Ross Ave.
Southpark Dr.
Rushdale Dr.
Ramsden Dr.
Ricardo Ct.
Ruby St.
Rupert Ct.
Atherley Dr.
Avonbridge Ct.
Ashcroft Dr.
Amesbridge Ct.
Avonmore Ct.
Rexford Dr.
Ravenbury Ct.
Rowens Ct.
Quaker Ct.
Queen Victoria Dr.
Ridley Dr.
Quinn Ave.
Quincy Ct.
Acadia Dr.
Anita Ct.
Twin Cr.
Balharbour Dr.
Amherst Cir.
Butler Dr.
Gartier Cr.
Fano Dr.
Connaldo Dr.
Emperor Ave.
Dublin Dr.
Delancy Dr.
Lancer Ct.
Hussar Ave.
Fusilier Dr.
Bonaparte Way
Brigade Blvd
Cavalry Gate
Mornington Dr.
Josephine Dr.
Ridgemount Dr.
Redmond Dr.
Woodhaven Pl.
De Santis Ct.
Aquila Pl.
Pescara Ave.
Laforre Ct.
Cedar Dr.
Sirente Dr.
Rockview Ave.
Cyprus Dr.
Merrilee Cr.
Sirente Ct.
Marisa Ct.
Curlew Ave.
Sparrow Ct.
Pinewarbler Dr.
Titmouse Ct.
Heron Pl.
Flamingo Dr.
Oxylark Dr.
Bobolink Rd.
Peacock Pl.
Finch Pl.
Dove Ct.
Lauder Ave.
Threshers Dr.
KINGFISHER DR.
Tanager Ct.
Canary Ct.
Redwig Ave.
Millwood Cr.
Lynford Ave.
Carousel Ave.
Blackthorne Ave.
Fieldway Dr.
Cardinal Dr.
Seven Oaks Dr.
Delevan Dr.
Leavesden Pl.
Sheridan Dr.
Alderney Ave.
Jellicoe Ct.
Garden Cr.
Halam Ave.
Franklin Rd.
D'Arcy Rd.
Abbot Dr.
Sloan Ave.
Indian Cr.
Thomson Cr.
Burkholder Dr.
Gildea St.
Seeley Ave.
Imelda Ct.
Helga Ct.
Cameo Ave.
Carmen Ave.
Camden St.
Windrush Cr.
Meadow Rd.
Camelot Dr.
Fielding Dr.
Coral Dr.
Kirkfield Dr.
Dartford Pl.
Austin Dr.
Jeanette St.
Lawfield Dr.
Barochel Dr.
Fielding Ct.
Foley St.
Shamrock Ct.
Edwina Pl.
Berko Ave.
Bellingham Dr.
Lambert St.
Lesterwood St.
Lisa Ct.
Lockton Cr.
Lawson St.
Lingham Dr.
Waldorf Ct.
Fountain bleu Ct.
Grandoaks Dr.
Carnegegate Dr.
Parkwood Ct.
Rockingham Dr.
Lawnview Dr.
Millpond Pl.
Principi St.
Barbara Ct.
Rosewell St.
Robson Cr.
Rowanwood Ct.
Rowan Ct.
Rexford Ct.
Ambercote Pl.
Attfield Pl.
Ravenbury Ct.
Rama Ct.
Rondeau Dr.
Alconbury Dr.
Robertsfield Dr.
Quail Dr.
Seventh Ave.
Macassa Ave.
Dallas Ave.
Carmen Ave.
Cameo Ave.
Camden St.
Ninth Ave.
Tenth Ave.
11th Ave.
Winchester Dr.
Ashland Ave.
Nottingham Ave.
Lupin Ave.
Thelma Ave.
Fernwood Cr.
Greenwood St.
Castlefield Dr.
Dianne Ct.
Rosanne Cr.
Reno Cr.
Muir Ave.
Hardt Dr.
Palmer St.
Michael Ave.
Thorley Dr.
Beham St.
Beryl St.
Bogart Ct.
Boon Ct.
Billington Cr.
Boston Cr.
Birchview Dr.
Birchcliffe Cr.
Bacall Cr.
Brenden Ct.
Currie St.
Sycamore St.
Queen Victoria Dr.
Quinlan Ct.
Rainham St.
Raleigh St.
Cr.
Rita Ave.
Rita Anna Ct.
Capri Dr.
Villa Ct.
Tuna Ct.
Arno St.
Celac Ct.
Tudor St.
Homex Pl.
Norma Jean Ave.
Enola Ct.
Leawa Ave.
Epic Pl.
Easter Ct.
Elmbank St.
Elmore Dr.
Mentino Ct.
Epson Ct.
Presidio Dr.
Royalvista Dr.
Oscoode Ave.
Temperance Rd.
Mount Rutledge
Ridgeway Dr.
Eleanor Ave.
Upper Gage Ave.
Upper Wentworth St.
Upper Sherman Ave
Upper James
Upper Ottawa
Upper Wellington
Upper Centennial Pkwy
Upper Kenilworth Ave.
Upper Paradise Rd.
Upper Ottawa St.
Upper Wellington St.
Upper James St.

28 XII (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 12

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Cannon Bus Route, City of Hamilton - Bus Stop Relocation. [TEC-45-95]

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company the following bus stop be relocated:

Route #3 Cannon

Delete - Westbound -	Cannon Street, north side, 75 feet east of Balsam Avenue North (N/S); and
Add - Westbound -	Cannon Street, north side, 115 feet west of Balsam Avenue North (F/S).

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

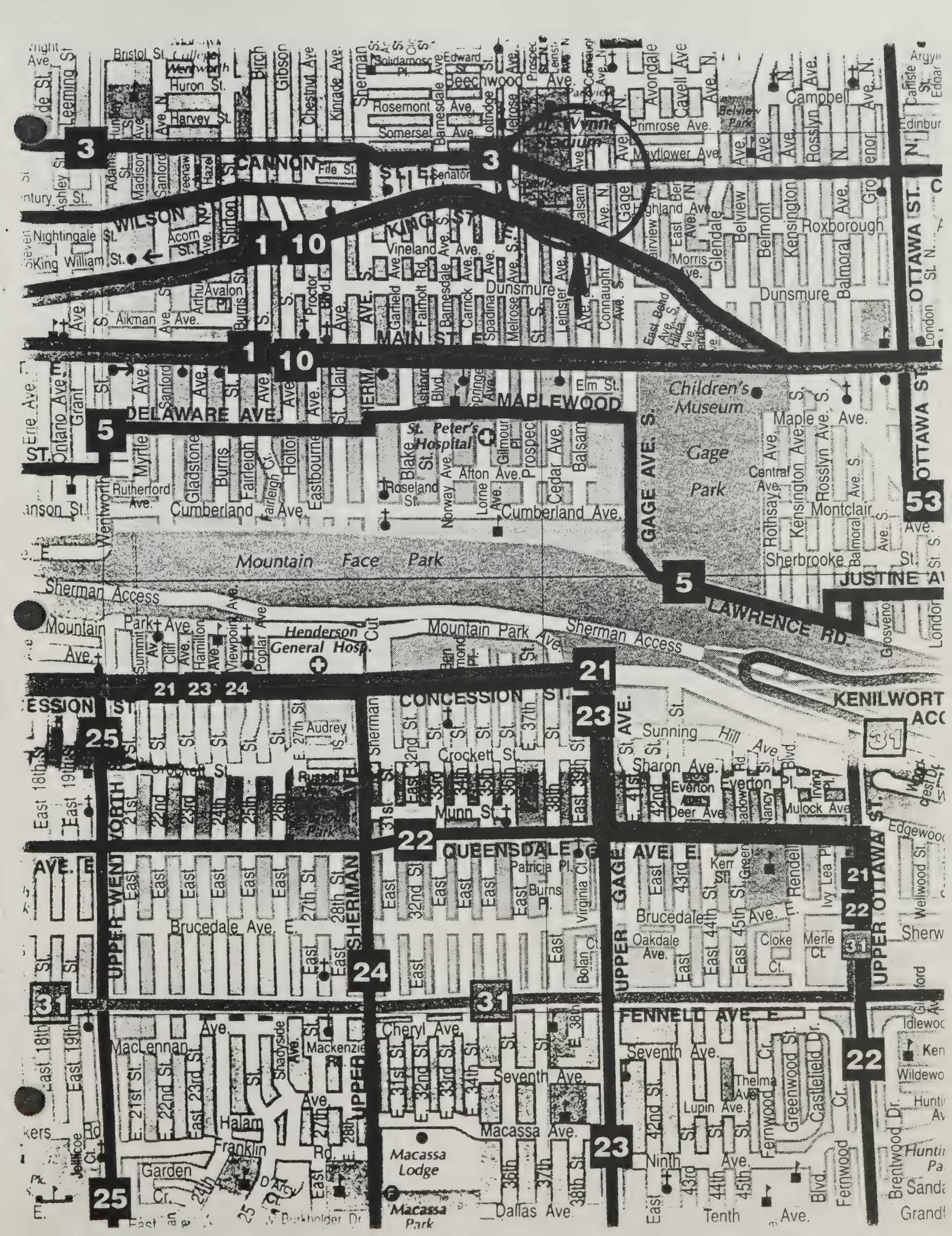
N/A

BACKGROUND:

The Traffic Department has received a request from the Hamilton Street Railway Company for permission to relocate the existing bus stop on the north side of Cannon Street East immediately east of Balsam Avenue North. The owner of the property in front of the existing bus stop location has expressed concern regarding noise and litter generated by this

bus stop. An investigation has revealed that a suitable alternate location for this stop is at the farside of the intersection abutting an existing fenced playground. There would be no loss of on-street parking since this area is already signed with "No Parking," and "No Stopping, 7:00 a.m. to 9:00 a.m., 4:00 p.m. to 6:00 p.m., Monday to Friday" regulations. Therefore, the Traffic Department concurs with the request.

JAD/DR/MT/kg


Bristol St.
Huron St.
Harvey St.
Somerset Ave.
Rosemont Ave.
Primrose Ave.
Maytlower Ave.
Campbell Ave.
Roxborough
Dunsmure
Vineland Ave.
Nightingale St.
King William St.
Aikman Ave.
Avalon St.
Cumberland Ave.
Afton Ave.
Lorne Ave.
Roseland St.
Rutherford Ave.
Mountain Face Park
Sherman Access
Mountain Park Ave.
Henderson General Hosp.
Maple Ave.
Children's Museum
Gage Park
Montclair
Sherbrooke St.
Crockett St.
Munn St.
Sunning Hill Ave.
Sharon Ave.
Deer Ave.
Mulock Ave.
Brucedale Ave.
Oakdale Ave.
Cheryl Ave.
Seventh Ave.
Macassa Ave.
Macassa Lodge
Macassa Park
Dallas Ave.
Ninth Ave.
Tenth Ave.
Garden Cr.
Franklin Rd.
Halam Ave.
MacLennan Ave.
Mackenzie St.
Shadyside Ave.
Lupin Ave.
Thelma Ave.
Greenwood Cr.
Castlefield Dr.
Fernwood Blvd.
Patricia Pl.
Burns Pl.
Virginia Ct.
Bolan Ct.
Cloke Ct.
Merle Ct.
Ivy Lea Pl.
Rendell Ct.
Everton Pl.
Irving Pl.
Nancy Rd.
Meadowlea Rd.
Wellwood St.
Edgewood
Sherwood
Idlewood
Wildewood
Brentwood Dr.
Burkholder Dr.
Jellicoe Rd.
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GAGE AVE. S.
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JUSTINE AVE.
CONCESSION ST.
QUEENSDALE AVE. E.
FENNELL AVE. E.
UPPER GAGE AVE.
UPPER OTTAWA ST.
UPPER SHERMAN
UPPER WENTWORTH
St. Peter's Hospital
Elm St.
Gilmour Pl.
Prospect
Balsam
Cedar Ave.
Norway Ave.
Lorne Ave.
Fairleigh Ct.
Eastbourne
Holton
Burris
Gladstone
Myrtle
Grant
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Erie Ave.
Wentworth St.
Sherman Ave.
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Primrose Ave.
Maytlower Ave.
Highland Ave.
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Centraf Ave.
Rothsay Ave.
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Leinster Ave.
Melrose Ave.
Spadina
Carnick
Barnesdale Ave.
Garfield
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Proctor Blvd.
Vineland Ave.
Gage
Morris Ave.
Belview Park
Avondale Ave.
Cavell Ave.
Rosslyn Ave.
Campbell Ave.
Somerset Ave.
Rosemont Ave.
Beechwood Ave.
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Sherman
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Kinrade Ave.
Gibson
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Melrose Ave.
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Cumberland Ave.
Rutherford Ave.
Wentworth St.
Mountain Face Park
Sherman Access
Mountain Park Ave.
Henderson General Hosp.
Summit Ave.
Cliff Ave.
Hamilton Ave.
Viewpoint Ave.
Poplar Ave.
Cut
Maple Ave.
Children's Museum
Gage Park
Montclair
Sherbrooke St.
Rothsay Ave.
Kensington Ave.
Centraf Ave.
Rosslyn Ave.
Balmoral Ave.
Crockett St.
Munn St.
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Sharon Ave.
Deer Ave.
Everton Pl.
Mulock Ave.
Brucedale Ave.
Oakdale Ave.
Cheryl Ave.
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Macassa Ave.
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Macassa Park
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Ninth Ave.
Tenth Ave.
Garden Cr.
Franklin Rd.
Halam Ave.
MacLennan Ave.
Mackenzie St.
Shadyside Ave.
Lupin Ave.
Thelma Ave.
Greenwood Cr.
Castlefield Dr.
Fernwood Blvd.
Patricia Pl.
Burns Pl.
Virginia Ct.
Bolan Ct.
Cloke Ct.
Merle Ct.
Ivy Lea Pl.
Rendell Ct.
Everton Pl.
Irving Pl.
Nancy Rd.
Meadowlea Rd.
Wellwood St.
Edgewood
Sherwood
Idlewood
Wildewood
Brentwood Dr.
Burkholder Dr.
Jellicoe Rd.
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Cr.
Pl.
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KING ST.
MAIN ST.
DELAWARE AVE.
MAPLEWOOD
GAGE AVE. S.
OTTAWA ST.
LAWRENCE RD.
JUSTINE AVE.
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QUEENSDALE AVE. E.
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Sherman Ave.
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Somerset Ave.
Primrose Ave.
Maytlower Ave.
Highland Ave.
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Rosslyn Ave.
Centraf Ave.
Rothsay Ave.
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Maple Ave.
Elm St.
Dunsmure
Connaught Ave.
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Melrose Ave.
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Leeming St.
Ashley St.
Century St.

20(B)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 6

REPORT TO: Kevin C. Christenson, Secretary,
Transport and Environment Committee

FROM: Murray F. Main, P.Eng.
Director of Traffic Services

SUBJECT: Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware. [TEC-31-95]

RECOMMENDATION:

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough ON, for the supply and delivery of traffic signal controllers as and when required in 1995 by the Traffic Department, at the unit prices noted below, being the lowest bid received for items 1, 2, 4 and 5, in accordance with the specifications issued by Purchasing and Vendor's tender, and to be financed through Traffic Signals Materials Account No. 56152-75999, to a maximum expenditure of $200,000. exclusive of taxes.

1.	36 circuit fully actuated solid state controllers	$6,879.00 each
2.	24 circuit fully actuated solid state controllers	$5,983.00 each
3.	12 circuit fully actuated solid state controllers	$5,690.00 each
4.	communications modules	$579.00 each
5.	portable data transfer units	$2,000.00 each

All prices noted are before the addition of applicable taxes.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Most of the equipment purchased from this order will be sold to the Region, and the purchase cost recovered.

BACKGROUND:

This tender was advertised and three suppliers submitted bids. The lowest bidder for items 1, 2, 4, and 5 is being recommended. It is anticipated that item 3 will be ordered in very small quantities, and the benefit of standardizing on one supplier for the year is considered well worth the $40. cost difference between this bid and the lowest bid received for item 3.

JRW/kg

2(B)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Appointment of Parking Control Officers [TEC-34-95]

RECOMMENDATION:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

RANDY BONANY
CLIVE REYNOLDS
TED ARTHURS

(b) That the following appointments as Parking Control Officers be repealed:

WILLIAM LONDON
CHARLES CORBIN
ROY RUTHERFORD

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Due to changes in personnel in the Traffic Department, it is necessary to revise the list of persons appointed as Parking Control Officers in accordance with Section 15(1) of the Police Act.

WW/jd

2(B)(vi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 4

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Neighbourhood Watch Program for the Kennedy West Neighbourhood. [TEC-02-95]

RECOMMENDATION:

a) That the Kennedy West Neighbourhood be designated as a Neighbourhood Watch Area; and

b) That Neighbourhood Watch signs for the Kennedy West Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and

c) That the necessary funds be charged to account No. CH-55301-75030 (Neighbourhood Watch Program).

Murray F. Main

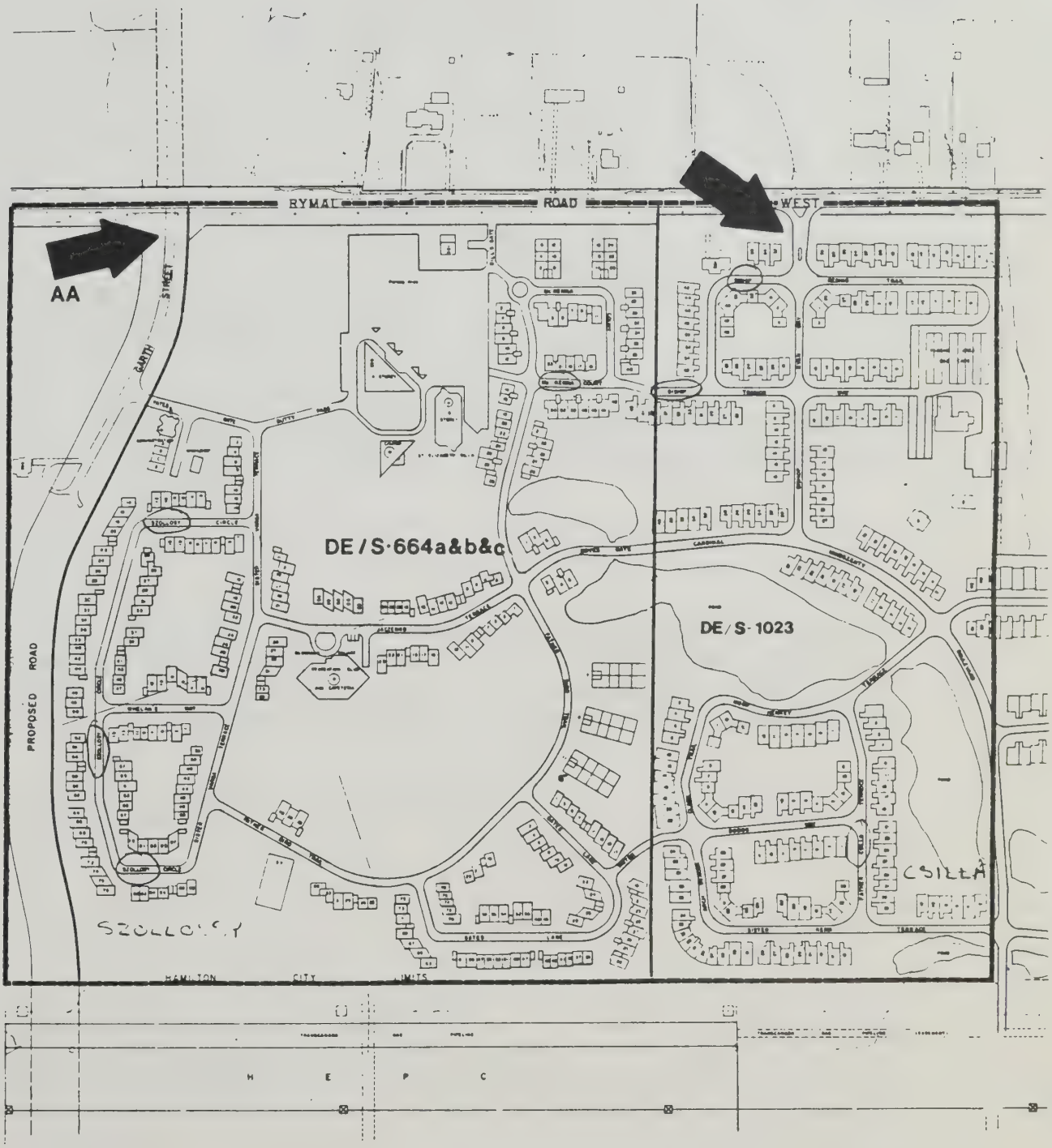
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The 1995 Neighbourhood Watch Program budget has not been finalized. However, since the estimated costs for signs is only $321. funds will be made available from the 1995 Traffic Maintenance budget.

BACKGROUND:

The Regional Police Department has confirmed that the Kennedy West Neighbourhood has an active Neighbourhood Watch Program, and has requested that the neighbourhood be signed accordingly. Sufficient funds are available for the erection of Neighbourhood Watch signs in this neighbourhood. Therefore, the Traffic Department concurs with this request.

GK/kg


RYMAL ROAD
WEST
AA
STREET
GARTH
DE/S-664a&b&c
DE/S-1023
PROPOSED ROAD
SCOLLOPS
CSILLA
HAMILTON CITY LIMITS
H E P C

2 (c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 16

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Director Of Public Works

SUBJECT: Proposed Alteration of Munn Street Between Upper Sherman Avenue and East 36th Street and East 36th Street Between Queensdale Avenue and Munn Street

RECOMMENDATION:

That the proposed narrowing of Munn Street between Upper Sherman Avenue and East 36th Street and East 36th Street between Queensdale Avenue and Munn Street from the existing 12.2m to 8.5m be advertised by the City Clerk in accordance with Section 300 of the Municipal Act and the necessary alteration By-laws be prepared by the Director of Public Works.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The proposed 1995 Reconstruction Program includes the reconstruction of the above-noted streets. These streets have an existing width of 12.2m curb to curb. The policy regarding road widths approved by Council on January 12, 1982 (1st RTEC) established an 8.5m width for residential streets. Any change to the existing width will have to be advertised for four consecutive weeks. Notices are also sent out to each owner advising of the proposal.

RPM/nb

c.c. Mr. J. J. Schatz, City Clerk

2(D)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 13
S723-65, E220-0706, S609-01

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City land into various streets by By-Law. (R-95-02)

RECOMMENDATION:

a) That the following City land be incorporated into various streets:

Embassy Drive	Block 51	Plan 62M-652
	Block 34	Plan 62M-745
Artistic Boulevard	Block 9	Plan 62M-763
Appleblossom Drive	Parts 3 & 4	Plan 62R-12671
Dartnall Road	Parts 1 & 5	Plan 62R-9687
	Part 1	Plan 62R-9651

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

Cont'd...

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Embassy Drive	Block 51, 62M-652 Block 34, 62M-745	N/A	To provide legal access to Embassy Drive	S723-65
Artistic Blvd	Block 9, 62M-763	N/A	To provide legal access to Artistic Boulevard	S723-65
Appleblossom Drive	Parts 3 and 4, 62R-12671, being part of Block 30, 62M-710	N/A	To provide legal access to Lot 31, Registered Plan 947	E220-0706
Dartnall Road	Parts 1 and 5, on 62R-9687 and Part 1, 62R-9651	N/A	To modify the description as required by Land Registry Office	S609-01

cb:GM/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND DESIGNATED AS BLOCK 51 ON PLAN 62M-652 & BLOCK 34 ON PLAN 62M-745 INTO EMBASSY DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Embassy Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Embassy Drive.

Firstly:

All of Block 51, Plan 62M-652.

Secondly:

All of Block 34, Plan 62M-745.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 9 ON PLAN 62M-763
INTO ARTISTIC BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Artistic Boulevard by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Artistic Boulevard.

All of Block 9, Plan 62M-763

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

**TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 3 & 4, PLAN 62R-12671
BEING PART OF BLOCK 30, PLAN 62M-710
INTO APPLEBLOSSOM DRIVE**

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Appleblossom Drive by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Appleblossom Drive.

Part of Block 30, Plan 62M-710, designated as Parts 3 and 4, Plan 62R-12671.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND DESIGNATED AS PARTS 1 & 5, PLAN 62R-9687 AND PART 1, PLAN 62R-9651 INTO DARTNALL ROAD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it expedient to alter a portion of the highway known as Dartnall Road by incorporating within its limits the lands described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. By-Law 91-20 is hereby repealed.

2. The following lands are hereby established and laid out as a public highway to form part of Dartnall Road.

Part of Lot 14, Concession 1, designated as Parts 1 and 5, Plan 62R-9687; and Part of Lot 15, Concession 1, designated as Part 1, on Plan 62R-9651, formerly in the township of Glanford.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

3. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

4. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

2(E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 17

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1994 December 15	George G. Baker Hamilton Fire Department	Premier Waste Systems' Application to Amend Provisional Certificate of Approval No. 100210	1994 December 20
1994 December 2	The Board of Education for the City of Hamilton	The Board of Education's Representatives on the Standing Committees	1994 December 23
1994 December 20	Association of Ontario Good Road Superintendents	A.O.R.S. Newsletter	1994 December 23
1995 January 12	George G. Baker Hamilton Fire Department	Premier Waste Systems' Application to Amend Provisional Certificate of Approval No. 100210	1995 January 12
1994 December 7	Murray Main Director of Traffic Services	Advance Notice to Residents Prior to the Erection of New Time Limit Parking and Reserved Permit Parking Signs	1995 January 16
1994 December 15	Doug Lobo Director of Public Works	Tree Stump - 355 Bay Street South	1995 January 16
1995 January 5	Doug Lobo Director of Public Works	1995 Street Tree Tree Trimming Programme	1995 January 16
1994 December 15	Murray Main Director of Traffic Services	No. 28 Village Drive - Fence on City Road Allowance	1995 January 18

Kevin C. Christenson, Secretary
1995 January 23

URBAN/MUNICIPAL
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1995

URBAN MUNICIPAL
FEB 3 1995
GOVERNMENT DOCUMENTS

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

1995 February 1

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 February 6
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Intersection of Beach Road
   and Rowanwood Avenue - Intersection Control
   Mr. M. Frankiewicz

   (b) Pizza Delivery Policy
   Ms. V. Zipeto

   (c) Trevi Road/Greenshire Drive and Upper Paradise Road
   Rice Avenue and Sanatorium Road
   School Crossing Guard
   Alderman F. D'Amico

   (d) Parking on 10 Webber Avenue
   Mr. B. Jardine

2. CONSENT AGENDA

3. DIRECTOR OF PUBLIC WORKS

Request for Sidewalk Reconstruction in front of 456½ Cannon Street East

4. DIRECTOR OF TRAFFIC SERVICES

(a) Level of Parking Violation Fine for Overtime Parking at Meters [TEC-51-95]

(b) Supply and Delivery of Traffic Poles, Hardware and Traffic Signal Arms during 1995, Traffic Department [TEC-65-95]

(c) Supply and Delivery of Sign Blanks During 1995 - Traffic Department

(d) Intersection of Highridge Road and Swan Street [TEC-53-95]

5. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) Roads Department 1995 - 2004 Provisional Capital Budget

(b) Extension of Eaglewood Drive, Eleanor Neighbourhood, Hamilton

6. CITY COUNCIL REFERRALS

(a) Intersection of Rowntree Drive and Rushdale Drive Intersection Control

(b) North and East Sides of Chedmac Drive - Parking Regulations

7. MAYOR R. M. MORROW

Street Beautification Funding (No Copy)

8. OTHER BUSINESS

9. ADJOURNMENT

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
3.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
4.	Access Routes to the Harbour and Beatification of Same	1994 July 18	Acting Director of Public Works/Senior Director, Roads Department	Prepare Report
5.	Mount Albion Road and the Glendale Golf and Country Club	1994 October 25 City Council	Director of Public Works	Prepare Report
6.	School Speed Zones	1994 October 17	Director of Traffic Services	Report for January Meeting

Kevin C. Christenson, Secretary
1995 February 6

Council Approval JUL 26 1994

CITY OF HAMILTON

- RECOMMENDATION -

1(a)

DATE: 1994 June 13

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT:

Intersection of Beach Road and Rowanwood Avenue - Intersection Control [TEC-139-94]

RECOMMENDATION:

a) That no action be taken on the request that stop signs be erected on Beach Road at Rowanwood Avenue; and

b) That the Hamilton-Wentworth Regional Police be requested to provide additional speed enforcement in this area.

Murray F. Main

Murray F. Main, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The installation of stop signs on Beach Road at Rowanwood Avenue would result in additional motor vehicle operating costs in the order of $60,000 per year.

BACKGROUND:

Alderman Don Drury has again asked the Traffic Department to report to the Committee respecting the feasibility of implementing four-way stop control at the intersection of Beach Road and Rowanwood Avenue. The Traffic Department reported to the Committee respecting this matter with an information report dated 1994 March 29. However, we have again reviewed this matter, and have the following report.

Previous concerns were related to the speed of traffic on Beach Road in this area. Traffic authorities are in agreement that stop signs should not be used for the purpose of speed

control. Research has shown that stop signs are not effective in controlling the speed of traffic and that the area of influence is only approximately 100 feet each way from the intersection. It has been observed that some motorists who are required to stop by what they consider to be an unreasonable stop sign, then accelerate to an even higher rate of speed to "make up for lost time". Traffic engineering authorities are in agreement that this is an improper use of a stop sign, which is ineffective and which creates disrespect for the device.

A second concern was to provide a safe pedestrian crossing at Rowanwood Avenue. A review of the collision record has determined that there have been no reported pedestrian collisions within a block of Rowanwood, in at least the last seven year period.

Beach Road is a through street and a truck route, and serves as a major collector roadway through this industrial/residential area. The implementation of stop signs on Beach Road at any intersection between Gage and Ottawa would unnecessarily interrupt the flow of traffic and would result in increased noise and air pollution in what is primarily a residential neighbourhood.

For the above reasons, the Traffic Department does not recommend the erection of stop signs on Beach Road at Rowanwood Avenue, but recommends that the Hamilton-Wentworth Regional Police Department be requested to provide additional speed enforcement on Beach Road in this area.

MH

MH/jd

26 - responded
17 - in favour
9 - opposed

I (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 18

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

Patrice Noè Johnson
City Solicitor

T. Gill, P. Eng.
Senior Director, Roads Department

SUBJECT: Pizza Deliveries - Traffic Safety [TEC-57-95]

RECOMMENDATION:

(a) That the City Clerk be directed to write to the Corporate Headquarters for Pizza Pizza and express the City's concerns respecting the "30 minutes or free" delivery policy time; and

(b) That the Hamilton-Wentworth Regional Police Department be requested to report back on the feasibility of increasing the level of traffic enforcement throughout the City.

"P. Noè Johnson"
per: PH

Murray F. Main
Ted Gill

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The Transport and Environment Committee, on 1994 December 5, directed "That the City Solicitor, Director of Traffic Services and the Commissioner of Transportation/Environmental Services be directed to prepare a report on the issue of delivery time of pizza and the issue of traffic safety and neighbourhood safety as a result of the "policy" of certain pizza company "chains" respecting the delivery of pizza in "30 minutes or free."

A Pizza Pizza franchise owner expressed concern respecting this matter in a Hamilton Spectator article dated 1994 November 26, and advised that the "30 minutes or free" delivery policy is a corporate policy which many of the individual franchise owners are very concerned about and that they are initiating legal action against the company. Pizza Pizza is the only business advertising "30 minutes or free" delivery in the Hamilton Yellow Pages.

Pizza deliveries generally take place by part-time drivers operating their own vehicles, rather than company owned vehicles. Thus, it is virtually impossible to determine by collision records if these vehicles are having any effect on the collision rate on local residential streets. While there have not been any documented collision problems, pizza delivery drivers, as well as many other motorists, no doubt exceed the speed limits and violate other traffic laws from time to time. Studies on various streets in the City indicate that the traffic speeds in general are increasing somewhat.

The Law Department has determined that the existing legislation does not permit the City to provide for the regulation, through licencing, of the "30 minutes or free" delivery policy. Therefore, the only apparent action that might be taken would be to inform the pizza corporation insisting on its policy of the City's concerns respecting this matter, as well as strict enforcement of the various moving traffic regulations by the Regional Police. This should apply to all motorists, rather than only to specific classes of vehicles such as Pizza delivery vehicles. The Regional Police Department has shifted its priorities away from traffic enforcement in recent years, and the lower level of enforcement can only contribute to an erosion of motorists' driving habits in general. Regular and continued enforcement of traffic laws is necessary to promote traffic safety by all motorists throughout the City.

MH/jd

Put brakes on pizza drivers, aldermen say

Speed creating dangers

Nov 26/94

By KEN PETERS
The Spectator

EAST HAMILTON aldermen want to put the brakes on pizza promotions that promise delivery within 30 minutes or no charge.

The promotions are resulting in pizza delivery drivers speeding in residential neighborhoods in a bid to beat the time limit, say aldermen Bernie Morelli and Dave Wilson.

The aldermen plan to raise the matter at the city's transport and environment committee next month in an effort to curb the problem.

While reluctant to blame one business over another, both Mr. Morelli and Mr. Wilson pointed the finger at Pizza Pizza as a source of neighborhood complaints in the east end.

"I would say it's a growing problem," Mr. Morelli said.

He said the pizza delivery drivers have to pay for the pizza if the product isn't delivered on time, putting them under pressure to speed through neighborhoods.

"Someone has to bring some sanity to the situation. I love pizza too, but somebody is going to get hurt," Mr Morelli said.

Safer

"I don't think people would mind getting a pizza 10 minutes later if it means safer streets."

Mr. Wilson echoed his colleague's concerns.

"There is no question the response time pizza places promise people for the delivery of the pizza is causing trouble.

"Pizza places instruct the drivers not to speed but if the pizza doesn't make it on time, it comes out of the driver's salary."

Mr. Wilson said the problem appears to be worse in the city's east end with its narrower streets and on-street parking.

"I think people would give up a free occasional pizza if they understood the repercussions that someone could be killed," he said. "It's not worth the prize."

Ursula Khattab, owner of the Pizza Pizza franchise at the corner of Main Street East and Graham Avenue, says the store owners - not the drivers - pick up the tab for late pizzas.

But Ms Khattab admits drivers who are consistently late may soon be looking for another job. The current policy costs her about five free pizzas a week.

Ms Khattab says she understands the aldermen's concerns but adds that individual store owners can't change the 30-minutes-or-free policy without approval from Toronto head office.

"We have tried to get them to go for 40 minutes but we have to go by company policy or we get fined."

A telephone call to head office went unreturned.

Ms Khattab said she is one of 15 franchisees suing Pizza Pizza president Michael Overs in a bid to win more control over their own operations. The group is also pushing for provincial legislation to protect franchisees.

Dominic Agostino

Alderman Ward 5 - Regional Councillor

City of HAMILTON



Health & Social Services Committee -Chairman

Hamilton Farmer's Market Subcommittee -Chairman

Visible Minorities Representation Subcommittee -Chairman

Day Care Task Force -Chairman

School Child Nutrition Task Force -Chairman

Roomers & Boarders Task Force -Chairman

Employee Suggestion Subcommittee -Chairman

Hamilton Parking Authority Committee Vice-Chairman

Parks & Recreation Committee

Economic Development Committee

Airport Management Board

CFL Hall of Fame Committee

Status of Women Subcommittee

Regional Audit Committee

Hamilton Civic Hospitals Board

Art Gallery of Hamilton Board

Pre-Hospital Quality of Care Committee

1994 December 1

Mr. Kevin Christenson, Secretary,
Transport and Environment Committee

Dear Mr. Christenson:

Please find enclosed a copy of a letter from Ms. Victoria Zipeto, Manager of a Pizza, Pizza Franchise on Queenston Road.

Ms. Zipeto would like to address the Committee in regards to the issue of the delivery time of pizza and the issue of traffic safety and neighbourhood safety as a result of this policy.

I would appreciate being notified as the date and time of the meeting. Thank you for your kind attention to this matter.

Yours sincerely,

Dominic

DOMINIC AGOSTINO, ALDERMAN,
WARD 5

DA:tb

Attch.

c.c. Henry Merling, Chairman,
Transport and Environment Committee

Ms. V. Zipeto
892922 Ontario Inc.
280 Queenston Road
Hamilton, Ontario L8K 1H1

City Hall, 71 Main Street West, Hamilton, Ontario L8N 3T4 Tel. 546-2730 · Res. 574-0179 · Fax 546-2535

892922 Ont. Inc
280 Queenston Rd
Hamilton Ontario
L8K 1H1

5444479

November 29, 1994

Mr. D. Augustino

Dear Sir:

We would like to appear as an delegation on Monday Dec. 5 1994 in front of the committee regarding the article that appeared in the spectator last week. Our intention is to give you a helping hand in getting a law of some type in place to protect the public from getting hurt. Several people have told me that they have been a almost run over by our drivers. Our head office will not listen to our concerns and change the guarantee time. As it stands now anyone ordering a pizza now can get it free from the 25th min after they order. This is according to our head office.

Sincerely yours

Victoira Zipeto

cc HENRY MERLING

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 October 26

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Trevi Road/Greenshire Drive and Upper Paradise Road, Rice Avenue and Sanatorium Road - School Crossing Guard. [TEC-238-94]

RECOMMENDATION:

That the School Crossing Guard at Trevi Road/Greenshire Drive and Upper Paradise Road be removed and relocated to Rice Avenue and Sanatorium Road during the morning and evening school crossing periods only, on a permanent basis.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The relocation of this position will have a neutral impact on the current School Crossing Guard Program budget.

BACKGROUND:

Trevi Road and Upper Paradise Road

Traffic Department studies indicate that only 8 children cross Upper Paradise Road with the School Crossing Guard at this location on a regular basis.

On 1989 March 14, City Council approved the assignment of a School Crossing Guard to Trevi and Upper Paradise. At that time, all students who lived west of Upper Paradise crossed Upper Paradise to attend either R.A. Riddell School or St. Catherine of Siena School. Since that time both the Separate and Public School Boards have built schools in the neighbourhood west of Upper Paradise and Upper Paradise is now a school boundary for both School Boards such that children are no longer required to cross Upper Paradise. The 8 children who cross at this location are doing so voluntarily in order to attend the school of their choice.

Staff have determined that 6 of the 8 students are in senior grades (6, 7, or 8) 1 student in grade 3 and another in grade 5 are accompanied by their brother who is in grade 8. Because the majority of the students are in middle school they are considered mature enough to cross on their own. Therefore, the Traffic Department recommends that the School Crossing Guard be removed from the intersection of Trevi Road/Greenshire Drive and Upper Paradise. A School Crossing Guard would remain on duty for an appropriate phase out period to direct children on the proper method and best location to cross the roadway.

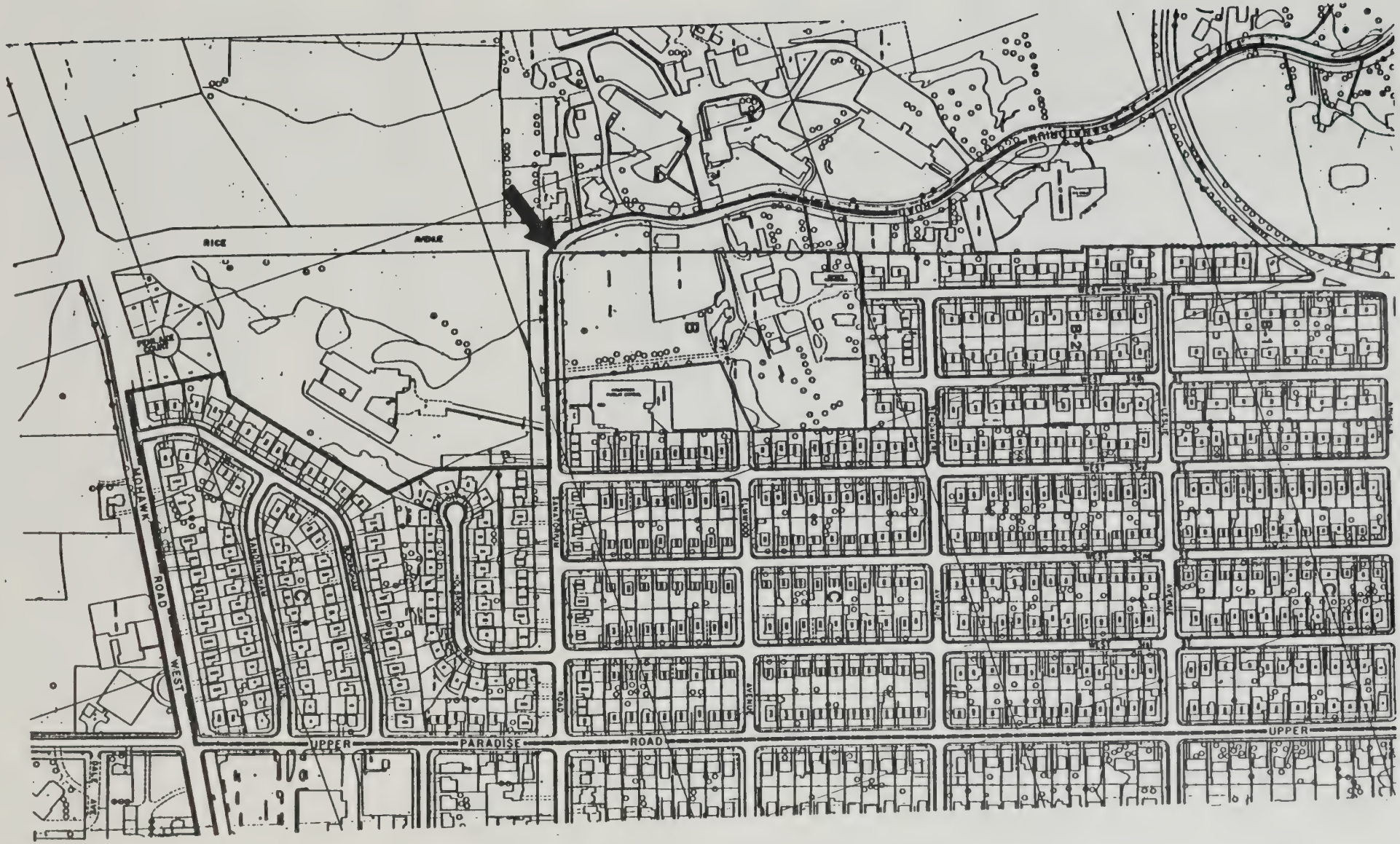
Rice Avenue and Sanatorium Road

At the Transport and Environment Committee meeting of 1994 September 19, Alderman Frank D'Amico requested that staff investigate the requirement for a School Crossing Guard at the intersection of Rice Avenue and Sanatorium Road. Subsequent to this staff received a similar request from the Principal of Holbrook School. The school has confirmed that this request is for the morning and evening crossing periods only as there are no crossings at the lunch crossing period. Staff conducted studies on 1994 September 21 and determined that 35 children crossed Sanatorium Road in the morning crossing period and 43 children crossed in the afternoon crossing period.

This "T" intersection is controlled by a three-way stop which alternates the right-of-way and allows pedestrians equal opportunity to cross the roadway. However, staff have noted that their are behavioural problems at the intersection which are creating a safety problem. It has been observed that motorists are not properly yielding to the children and are thus affecting the confidence of children trying to cross the roadway. During the observation period there were four incidents of conflict between pedestrian and vehicular traffic. Therefore, the Traffic Department recommends that a School Crossing Guard be assigned to the intersection of Rice Avenue and Sanatorium Road during the morning and evening crossing periods only.

In accordance with approved emergency procedures, a School Crossing Guard was temporarily assigned to this location on 1994 October 03.

TA/MH/kg


RICE
AVALE
MOHAWK
ROAD
WEST
UPPER
PARADISE
ROAD
UPPER
B-2
B-1

1(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 December 20

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Webber Avenue - Parking Permits [TEC-19-95]

RECOMMENDATION:

(a) That one of the parking permits presently assigned to the residential property at no. 30 Webber Avenue be rescinded; and

(b) That one of the parking permits presently assigned to the residential property at no. 28 Webber Avenue be rescinded; and

(c) That two parking permits be made available to the residents at no. 10 Webber Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The owner of the property at no. 10 Webber Avenue recently requested two parking permits for residents of this two family dwelling.

An investigation has revealed that there are 14 parking spaces on Webber Avenue and that all 14 parking permits have been issued. Presently, there are three parking permits issued to no. 30 and two parking permits issued to no. 28 and both of these single family dwellings have driveways which can accommodate three vehicles. No other properties have three permits. Two other properties have two permits, but neither have any off-street parking.

Issuing more permits than there are parking spaces on the street could create parking problems for some residents, who would be paying for permits, but frequently would not be able to find on-street parking. Therefore, the policy has always been to not issue parking permits in excess of the number of on-street parking spaces. Investigations have revealed that Webber Avenue is almost always solidly parked overnight.

There is no off-street parking available for no. 10 Webber, nor is there sufficient space to allow front yard parking at this address. Therefore, the only apparent solution would be to rescind one of the permits from both No. 28 and No. 30, since both of these properties have off-street parking available. Staff have contacted these residents and both have refused to return any of their parking permits. However, the Traffic By-law provides the authority for City Council to cancel a parking permit provided that the permit holder is given 30 days notice.

MH/jd

December 9, 1994

Mr. Kevin Christenson
Secretary of Transportation &
Environmental Committee
City Centre, City Hall
71 Market Street West
Hamilton, Ontario. L8N 3T4

DEC 12 1994

Dear Kevin

RE: 10 Webber Avenue, Hamilton

Don Flack and myself as owners of 10 Webber Avenue request the opportunity to speak at the next meeting on January 23rd, 1995 with respect to the parking issue on Webber Street as discussed in our phone conversation.

Please confirm our attendance at your earliest possible convenience.

Sincerely,

Brad W. Jardine
B: 905-639-5115

c/o Brightside Financial Services Inc.
3430 South Service Road, Box 19
Burlington, Ontario. L7N 3T9

3.

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 November 22

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Request for Sidewalk Reconstruction in Front of 456½ Cannon Street East

RECOMMENDATION:

1. That no action be taken on the request by the homeowner at 456½ Cannon Street East to have the City sidewalk in front of her home reconstructed.

D. Lobo

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The estimate of cost to reconstruct the City sidewalk and associated curb in front of 456½ Cannon Street east is $1,600.

BACKGROUND:

In 1990, the Region reconstructed the road and sidewalks on Cannon Street in front of Mrs. Difalco's home. The sidewalks were constructed by the Region on behalf of the City of Hamilton.

After the sidewalk was poured and set, Mrs. Difalco complained about the first step to her porch and the walkway between her home and the neighbour to the west being too high. The Region agreed and removed and repoured the sidewalk changing the slope of the sidewalk from the curb face to the back of the walk to effectively reduce the height of the first step. This produced a more noticeable slope to the roadway on the sidewalk and a complaint was received from a neighbour concerned about the slope causing a problem in the winter time.

The Region removed the walk a second time and repoured both the curb and the sidewalk at a higher elevation to reduce the step height at the back of the sidewalk. This has produced a "hump" in the sidewalk. This is a gradual rise and fall and does not pose a hardship to pedestrians. There was a difference in elevation at each end of the concrete slabs which were replaced and this has been removed with the concrete grinder.

Mrs. Difalco is not happy with the sidewalk in its present condition. Mayor Morrow has visited the site with staff from the Public Works Department and has requested a report to your Committee on this matter.

The sidewalk is satisfactory in its present condition. There is a minor crack in a slab near a hydrant, but it is not posing a problem. Staff will have pictures at the meeting for the information of the Committee.

RPM/jd

c.c. D. Y. Onishi, Director
Design & Construction
Roads Department

4(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 17

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Level of Parking Violation Fine for Overtime Parking at Meters [TEC-51-95]

RECOMMENDATION:

(a) That, subject to the Regional Council enacting a corresponding by-law change for violations on Regional Roads, and subject to the approval of the appropriate set fines by the Chief Judge of the Provincial Offences Court for Ontario, the parking violation fine for overtime parking at meters be increased from $8. to $10. effective 1995 July 1; and

(b) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Increasing the parking violation fine for overtime parking at meters by $2. will increase revenue to the City in the order of $110,000. per year.

Under Part 2 of the Provincial Offences Act, motorists receiving parking infraction notices are permitted to pay the above voluntary payment as specified by the Municipal Traffic By-law within 7 days. However, the motorist has an option of an extended period of up to 15 days and paying a set fine penalty out-of-Court which is determined by the Chief Judge of Ontario. The set fine amount is usually 50% higher than the early payment amount.

BACKGROUND:

A 1993 survey of 14 other major Canadian municipalities (Edmonton, Montreal, Calgary, Vancouver, Windsor, Metro Toronto, Halifax, Ottawa, London, Brampton, Mississauga, Regina, Waterloo, Winnipeg) revealed that the average parking meter violation fine was $11.50 and Montreal was the highest at $35. Thus, it was apparent that Hamilton's fine for parking meter violations could be brought into line with other municipalities in order to increase the effectiveness of the meter in providing a turnover of customers.

In January 1993, the Traffic Department reported respecting the parking violation fines for overtime parking at meters and in time limit areas, and recommended that the parking violation fines be increased from $6. to $10. effective 1993 July 1. The Transport and Environment Committee, on 1993 February 1, referred back this report for discussion/input from the Hamilton Business Improvement Areas.

A meeting was held at the City Hall on 1993 February 18 and representatives of all seven B.I.A.s were invited to attend. Representatives of the Concession Street, Barton Street, Ottawa Street, Downtown Hamilton and International Village BIAs were in attendance. There were no representatives from the Westdale Village or Main Street Esplanade BIAs in attendance.

After considerable discussion, the representatives of the BIAs in attendance voted and agreed on the following:

- that the BIAs have no objection to increasing the fine for overtime parking in time limit areas from $6. to $10.

- that the parking violation fine for overtime parking at meters be increased from $6. to $8. effective 1993 July 1 and by an additional $2. in 1995.

The Transport and Environment Committee and subsequently the City Council approved an increase in the fine for overtime parking in time limit areas from $6. to $10. and for overtime parking at meters from $6. to $8. effective 1993 July 1.

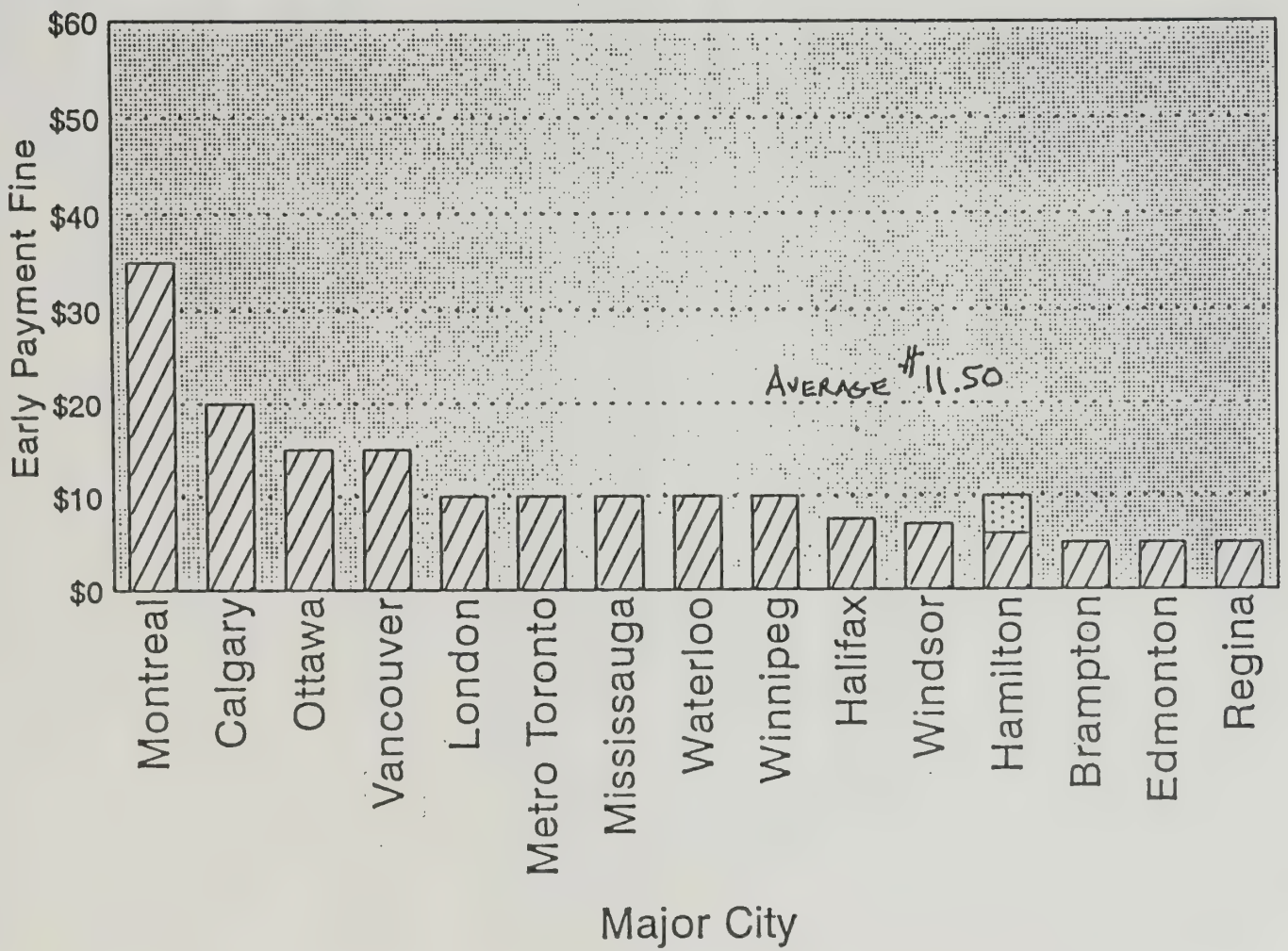
The primary function of the parking meter is to create a parking turnover so that the parking spaces are available for shoppers. If the fine level is not high enough, motorists, including employees and storeowners, park for longer periods of time and risk receiving a parking infraction notice, thereby defeating the purpose of a parking meter. Therefore, the Traffic Department now recommends that the parking violation fine for overtime parking at meters be increased by an additional $2. effective 1995 July 1, as originally agreed to by the BIAs in 1993.

As noted above, the last increase occurred on 1993 July 1 when the fine for parking meter violations was increased from $6. to $8. and the previous increase in parking meter violations was on 1984 July 1 when the fine was increased from $5. to $6.

MH

MH/jd

Overtime Parking Fines - Metered Parking



4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 24

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. Avery
Manager of Purchasing

Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Supply and Delivery of Traffic Poles, Hardware and Traffic Signal Arms during 1995, Traffic Department. [TEC-65-95]

RECOMMENDATION:

That a purchase order be issued to Sentinel Pole and Traffic Equipment Ltd., Mississauga, Ontario, for the supply and delivery of traffic poles, hardware and traffic signal arms as and when required during 1995 by the Traffic Department, as per attached prices, being the lowest of five bids received and being in accordance with the specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH-56154 75999.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1995.

BACKGROUND:

The estimated expenditure during 1995 is $71,000. This tender was advertised and five suppliers submitted bids. The recommended supplier submitted the lowest or only bid on the items being recommended.

BJM/kg
Attach.

Ref: C17-16-94

Closes: Thursday, December 15, 1994

Sentinel

THE CORPORATION OF THE CITY OF HAMILTON

REVISED FORM OF TENDER

SUPPLY AND DELIVERY OF TRAFFIC POLES, HARDWARE AND TRAFFIC SIGNAL ARMS

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to supply and deliver traffic poles, hardware and traffic signal arms in accordance with specifications issued by the Purchasing division, November 28, 1994 at the following prices.

FT1RA FT 10 R3.

We acknowledge that we have received addenda numbered ___ to ___ inclusive, and the prices quoted include the provisions set out in such addenda. Your bid will be rejected in its entirety if the addenda, if any, are not acknowledged and provided for in the prices submitted.

PRICING

[redacted]

[redacted]

Hangers shall conform to OPSS 2460 material amd production specifications. Traffic Signal hangers as per detail OPSD 2522.01. The threaded tenon length shall be 50mm.

Qty.	Description	Vendor Part #	Unit Price
150	Fortran #63690 POWERLITE Spring Cushion Hanger	Y-373051	78.00 ea.
10	Pelco Products Inc. "Astro-Brac" Traffic Signal Mounting Hardware Model: Standard Astro-Brac AB-116	AB-116	150.00
25	"Adjustable Plumbizer" Traffic Signal Mounting Hardware As per: Sentinel Pole & Traffic Equipment Ltd. Catalogue # AP 42830	AP42830	88.00

Arms

Arms and Brackets shall conform to OPSS 2460 material and production specifications.
Single Member Arms and Brackets as per detail OPSD 2501.02

Qty	Description	Vendor Part #	Unit Price
2' Arms			
20	PowerLite R2-JA 2 ' (Unbraced) Traffic Signal Mast Arm c/w adjustable pole plate	R2JA	95.00
50	Double Arm Bracket 2' long, Galvanized Steel (SINGLE) NOT PAIR As Per OPSD 2524.01 not including pole plate	DA-24	25.00
100	Double Arm Bracket 2' long, Galvanized Steel (SINGLE) NOT PAIR As Per OPSD 2524.01 c/w Pole Plate for attachment to wood pole	DA-24P	35.00
4' Arms			
1	PowerLite Single Member Arm 4' long arm without pole plate	4SMA	60.00
1	PowerLite Single Member Arm 4' long arm c/w R4SMA-67 pole plate for 6"-6 15/16" dia. round pole	TR4SMA-67	155.00
1	PowerLite Single Member Arm 4' long arm c/w R4SMA-78 pole plate for 7"-8" dia. round pole	TR4SMA-78	160.00
1	PowerLite Single Member Arm 4' long arm c/w W4SMA-81 pole plate for 8"-10" dia. wood pole	TW4SMA-81	145.00

CONTINUED...

Qty	Description	Vendor Part #	Unit Price
6' Arms			
20	PowerLite Single Member Arm 6' long arm without pole plate	6SMA	68.00
1	PowerLite Single Member Arm 6' long arm c/w R6SMA-67 pole plate for 6"-6 15/16" dia. round pole	TR6SMA-67	168.00
1	PowerLite Single Member Arm 6' long arm c/w R6SMA-78 pole plate for 7"-8" dia. round pole	TR6SMA-78	173.00
1	PowerLite Single Member Arm 6' long arm c/w W6SMA-81 pole plate for 8"-10" dia. wood pole	TW6SMA-81	158.00
8' Arms			
5	PowerLite Single Member Arm 8' long arm without pole plate	8SMA	76.00
1	PowerLite Single Member Arm 8' long arm c/w R8SMA-67 pole plate for 6"-6 15/16" dia. round pole	TR8SMA-67	176.00
1	PowerLite Single Member Arm 8' long arm c/w R8SMA-78 pole plate for 7"-8" dia. round pole	TR8SMA-78	181.00
1	PowerLite Single Member Arm 8' long arm c/w W8SMA-81 pole plate for 8"-10" dia. wood pole	TW8SMA-81	166.00

CONTINUED...

Qty	Description	Vendor Part #	Unit Price
10' Arms			
50	PowerLite Single Member Arm 10' long arm without pole plate	10 SMA	90.00
1	PowerLite Single Member Arm 10' long arm c/w R10SMA-67 pole plate for 6"-6 15/16" dia. round pole	TR10SMA-67	207.00
1	PowerLite Single Member Arm 10' long arm c/w R10SMA-78 pole plate for 7"-8" dia. round pole	TR10SMA-78.	212.00
1	PowerLite Single Member Arm 10' long arm c/w W10SMA-81 pole plate for 8"-10" dia. wood pole	TW10SMA-81	200.00
12' Arms			
5	PowerLite Single Member Arm 12' long arm without pole plate	12 SMA	115.00
1	PowerLite Single Member Arm 12' long arm c/w R12SMA-67 pole plate for 6"-6 15/16" dia. round pole	TR12SMA-67	232.00
1	PowerLite Single Member Arm 12' long arm c/w R12SMA-78 pole plate for 7"-8" dia. round pole	TR12SMA-78	237.00
1	PowerLite Single Member Arm 12' long arm c/w W12SMA-81 pole plate for 8"-10" dia. wood pole	TW12SMA-81	220.00

CONTINUED...

Qty	Description	Vendor Part #	Unit Price
15' Arms			
20	PowerLite Single Member Arm 15' long arm without pole plate	15SMA	175.00
1	PowerLite Single Member Arm 15' long arm c/w R15SMA-67 pole plate for 6"-6 15/16" dia. round pole	TR15SMA-67	295.00
1	PowerLite Single Member Arm 15' long arm c/w R15SMA-78 pole plate for 7"-8" dia. round pole	TR15SMA-78	300.00
1	PowerLite Single Member Arm 15' long arm c/w W15SMA-81 pole plate for 8"-10" dia. wood pole	TW15SMA-81	285.00
18' Arms			
5	PowerLite Single Member Arm 18' long arm without pole plate	18SMA	225.00
1	PowerLite Single Member Arm 18' long arm c/w R18SMA-78 pole plate for 7"-8" dia. round pole	TR18SMA-78	365.00
1	PowerLite Single Member Arm 18' long arm c/w W18SMA-81 pole plate for 8"-10" dia. wood pole	TW18SMA-81	350.00

CONTINUED...

Qty	Description	Vendor Part #	Unit Price
20' Arms			
5	PowerLite Single Member Arm 20' long arm without pole plate	20 SMA	250.00
2	PowerLite Single Member Arm 20' long arm c/w R20SMA-78 pole plate for 7"-8" dia. round pole	TR20SMA-78	395.00
2	PowerLite Single Member Arm 20' long arm c/w W20SMA-81 pole plate for 8"-10" dia. wood pole	TW20SMA-81	380.00
22' Arms			
2	PowerLite Single Member Arm 22' long arm without pole plate	22 SMA	275.00
1	PowerLite Single Member Arm 22' long arm c/w R22SMA-78 pole plate for 7"-8" dia. round pole	TR22SMA-78	435.00
1	PowerLite Single Member Arm 22' long arm c/w W22SMA-81 pole plate for 8"-10" dia. wood pole	TW22SMA-81	415.00
Pole Plates Only			
1	PowerLite Brackets only for mounting 4' Single Member Arm to 4" - 4 15/16" round pole R4-SMA-45	4TR-45	100.00
1	PowerLite Brackets only for mounting 6' Single Member Arm to 4" - 4 15/16" round pole R6-SMA-45	4TR-45	100.00
1	PowerLite Brackets only for mounting 8' Single Member Arm to 4" - 4 15/16" round pole R8-SMA-45	4TR-45	100.00

Qty	Description	Vendor Part #	Unit Price
Pole Plates Only Continued			
1	PowerLite Brackets only for mounting 10' Single Member Arm to 4" - 4 15/16" round pole R10-SMA-45	5TR-46	120.00
1	PowerLite Brackets only for mounting 12' Single Member Arm to 4" - 4 15/16" round pole R12-SMA-45	5TR-46	120.00
1	PowerLite Brackets only for mounting 4' Single Member Arm to 6" - 6 15/16" round pole R4-SMA-67	4TR-67	105.00
1	PowerLite Brackets only for mounting 6' Single Member Arm to 6" - 6 15/16" round pole R6-SMA-67	4TR-67	105.00
1	PowerLite Brackets only for mounting 8' Single Member Arm to 6" - 6 15/16" round pole R8-SMA-67	4TR-67	105.00
1	PowerLite Brackets only for mounting 10' Single Member Arm to 6"- 6 15/16" round pole R10-SMA-67	5TR-67	125.00
1	PowerLite Brackets only for mounting 12' Single Member Arm to 6"- 6 15/16" round pole R12-SMA-67	5TR-67	125.00
1	PowerLite Brackets only for mounting 15' Single Member Arm to 6"- 6 15/16" round pole R15-SMA-67	5TR-67	125.00
1	PowerLite Brackets only for mounting 4' Single Member Arm to 7" - 8" round pole R4-SMA-78	4TR-78	110.00
1	PowerLite Brackets only for mounting 6' Single Member Arm to 7" - 8" round pole R6-SMA-78	4TR-78	110.00
1	PowerLite Brackets only for mounting 8' Single Member Arm to 7" - 8" round pole R8-SMA-78	4TR-78.	110.00
1	PowerLite Brackets only for mounting 10' Single Member Arm to 7" - 8" round pole R10-SMA-78	5TR-78	130.00

Qty	Description	Vendor Part #	Unit Price
Pole Plates Only Continued			
1	PowerLite Brackets only for mounting 12' Single Member Arm to 7" - 8" round pole R12-SMA-78	5TR-78	130.00
1	PowerLite Brackets only for mounting 15' Single Member Arm to 7" - 8" round pole R15-SMA-78	5TR-78	130.00
1	PowerLite Brackets only for mounting 18' Single Member Arm to 7" - 8" round pole R18-SMA-78	6TR-78	140.00
1	PowerLite Brackets only for mounting 20' Single Member Arm to 7" - 8" round pole R20-SMA-78	6TR-78	140.00
1	PowerLite Brackets only for mounting 22' Single Member Arm to 7" - 8" round pole R22-SMA-78	6TR-78	140.00
1	PowerLite Brackets only for mounting 4' Single Member Arm to 8" - 10" wood pole W4-SMA-81	4TW-81	90.00
1	PowerLite Brackets only for mounting 6' Single Member Arm to 8" - 10" wood pole W6-SMA-81	4TW-81	90.00
1	PowerLite Brackets only for mounting 8' Single Member Arm to 8" - 10" wood pole W8-SMA-81	4TW-81	90.00
1	PowerLite Brackets only for mounting 10' Single Member Arm to 8" - 10" wood pole W10-SMA-81	5TW-81	110.00
1	PowerLite Brackets only for mounting 12' Single Member Arm to 8" - 10" wood pole W12-SMA-81	5TW-81	110.00
1	PowerLite Brackets only for mounting 15' Single Member Arm to 8" - 10" wood pole W15-SMA-81	5TW-81	110.00
1	PowerLite Brackets only for mounting 18' Single Member Arm to 8" - 10" wood pole W18-SMA-81	6TW-81	125.00

Qty	Description	Vendor Part #	Unit Price
Pole Plates Only Continued			
1	PowerLite Brackets only for mounting 4' Single Member Arm to 10"- 14" wood pole W4-SMA-114	4TW-114	95.00
1	PowerLite Brackets only for mounting 6' Single Member Arm to 10"- 14" wood pole W6-SMA-114	4TW-114	95.00
1	PowerLite Brackets only for mounting 8' Single Member Arm to 10"- 14" wood pole W8-SMA-114	4TW-114	95.00
1	PowerLite Brackets only for mounting 10' Single Member Arm to 10"- 14" wood pole W10-SMA-114	5TW-114	115.00
1	PowerLite Brackets only for mounting 12' Single Member Arm to 10"- 14" wood pole W12-SMA-114	5TW-114	115.00
1	PowerLite Brackets only for mounting 15' Single Member Arm to 10"- 14" wood pole W15-SMA-114	5TW-114	115.00
1	PowerLite Brackets only for mounting 18' Single Member Arm to 10"- 14" wood pole W18-SMA-114	6TW-114.	130.00

Poles

Poles shall conform to OPSS 2452 material and production specifications, except for marking requirements, which shall not apply.

Each pole shall be supplied complete with a full set of anchor bolts, appropriate in size for the pole base. Bolt sets shall have galvanized threads, 2 nuts 2 washers, and 1 bolt cap per bolt. Bolt, nuts and washers shall be "assembled".

Qty	Description	Vendor Part #	Unit Price
25	PowerLite Round Tapered Traffic Pole TP10819H-AB 10" Diam. Base/8" Diam. Top Height 19', Wall Thickness 0.250"	TP10819H-AB	895.00
100	PowerLite Round Tapered Traffic Pole TP10819-AB 10" Diam. Base/8" Diam. Top Height 19', Wall Thickness 0.188"	TP10819-AB.	595.00

Qty	Description	Vendor Part #	Unit Price
Poles Continued			
10	PowerLite Round Tapered Traffic Pole TP8619-AB 8" Diam. base/6 5/8" Diam. Top Height 19', Wall Thickness 0.188"	TP8619AB	425.00
80	PowerLite Round Tapered Traffic Pole TP6415-AB 6" Diam. Base/4 1/2" Diam. Top Height 15', Wall Thickness 0.188"	TP6415AB	320.=
1	PowerLite Round Tapered Traffic Pole TP6412-AB 6" Diam. Base/4 1/2" Diam. Top Height 12', Wall Thickness 0.188"	TP6412AB	305.00
1	PowerLite Round Tapered Traffic Pole TP6410-AB 6" Diam. Base/4 1/2" Diam. Top Height 10', Wall Thickness 0.188"	TP6410AB	295.=
1	PowerLite Round Tapered Traffic Pole TP6408-AB 6" Diam. Base/4 1/2" Diam. Top Height 8', Wall Thickness 0.188"	TP6408AB.	290.00

Maximum Delivery Lead Time: 8 WEEKS

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

SENTINEL POLE & TRAFFIC EQUIPMENT LTD.
Name of Tenderer

385 ADMIRAL BLVD. UNIT 17, MISSISSAUGA, ONT L5T 2M8
Street Address of Tenderer, including postal code - **No Post Office Box numbers** -

Authorized Signature

ALEX D. HART
Please Print Name

905 564-2929
Telephone Number

DEC. 14 1994
Date of Tender

905 564-0755
FAX Number

NOTE: Even if you are **NOT** submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. **FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.**

STATEMENT OF CANADIAN CONTENT

Helping Canadian Companies to Compete

The Corporation of the City of Hamilton s purchasing policy is designed to stimulate and encourage Canadian manufacturing activity and to assist Canadian suppliers in competition for the supply of goods and services to the City.

The City allows a price preference of 15 percent for Canadian Content in goods and services.

What is Canadian Content?

Everything added in Canada-Labour materials, transportation (Canadian portion), taxes and the Canadian supplier's profit - qualifies as Canadian Content. Quite simply, Canadian Content is the value of the supplier's total actual bid minus the dutiable value of any imported goods or services.

Applying The Preference Policy To A Quotation/Tender

In order to qualify for application for the 15 percent preference policy, bidders must state the value of imported goods and services to be supplied under the requirements of this tender. Quotations/Tenders submitted without the requested statement will be accepted and considered to contain zero percent Canadian Content.

The officer of the Company must certify by signing below that the Canadian Content stated is correct. Supporting documents must be available for supply to the City upon request.

This form must be completed in full from A. to F. Percentages are not acceptable. If the Canadian Content information is found to be incorrect, the quotation/tender will be rejected.

BASED ON SINGLE ITEM PRICES.

Item or Item Group					
A. Total Actual Bid (Net Total including duty, freight and tax)	14,795.00				
B. Less Dutiable Value of Imported Goods and Services (Per Canada Customs Invoice - In Canadian Funds)	-0-				
C. Canadian Content (Line 'A' minus Line 'B')	14,795.00				
Bid Evaluation - The below table is used for purposes of evaluation only.					
D. Total Actual Bid (From Line 'A')	14,795.00				
E. Less 15% of Canadian Content (15% of Line 'C')	2219.25				
F. Evaluated Bid (Line 'D' minus Line 'E')	12,575.79				

Certification of Canadian Content: I hereby certify that the Canadian Content as stated above is correct.

Signature	Position	Date
[signature]	PRESIDENT	DEC. 14/94.

4(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 17

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: J. Avery
Manager of Purchasing

Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Supply and Delivery of Sign Blanks During 1995 Traffic Department. [TEC-52-95]

RECOMMENDATION:

That a purchase order be issued to Guild Electric Limited, Scarborough, Ontario, for the supply and delivery of sign blanks as and when required during 1995 by the Traffic Department, as per attached prices, being the lowest of four bids received and being in accordance with the specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH-56154 75999.

J. Avery Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds to permit the purchase of materials as recommended have been budgeted for 1995.

BACKGROUND:

The estimated expenditure during 1995 is $95,000. This tender was advertised and four suppliers submitted bids. The recommended supplier submitted the lowest or only bid on the items being recommend.

BJM/kg
Attach.

Ref: C17-17-94 Closes: Wednesday, December 28, 1994

THE CORPORATION OF THE CITY OF HAMILTON

FORM OF TENDER

SUPPLY AND DELIVERY OF SIGN BLANKS

J. J. Schatz
City Clerk
City Hall, Hamilton

Dear Sir:

We, the undersigned, herewith agree to the supply and delivery of sign blanks in accordance with specifications issued by the Purchasing Division, December 7, 1994 at the following prices.

We acknowledge that we have received addenda numbered 1 to 2 inclusive, and the prices quoted include the provisions set out in such addenda. Your bid will be rejected in its entirety if the addenda, if any, are not acknowledged and provided for in the prices submitted.

PRICING

PART A - UN-PAINTED BLANKS

- Material to be Alcan Aluminum Sheet.
- Allow - 5052
- Temper - H36 (H32)
- Material to be de-greased and etched with Alodine 1200s conversion coating
- Sign blanks in Part A shall not be painted.
- Sign blank width/height dimension as well as hole placement are as per the detail drawings DT 450-01 to Dt 450-05. Sign Blank thickness is as detailed in this specification.
- All dimension are in millimetres, unless otherwise noted.

CONTINUED...

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6056	(M1200) 1200 x 1200 x .125"	_____	10	73.31
5807	(M1250) 125 x 125 x .064"	_____	10	1.68
5885	(M1500) 300 x 150 x .081"	_____	300	2.31
6099	(M1501) 200 x 150 x .064" curved	_____	10	No Bid
____	(M2000) 200 x 300 x .064"	_____	10	2.61
5822	(M2001) 600 x 200 x .081"	_____	50	4.38
____	(M2500) 250 x 250 x .064"	_____	10	2.67
____	(M3000) 300 x 300 x .064"	_____	10	3.35
____	(M3001) 450 x 300 x .064"	_____	10	4.76
5834	(M3002) 550 x 300 x .064"	_____	1	5.76
____	(M3003) 600 x 300 x .064"	_____	1	6.18
5846	(M3004) 750 x 300 x .081"	_____	1	7.86
5864	(M3005) 900 x 300 x .081"	_____	300	9.34
5858	(M3006) 900 x 300 x .081"	_____	1	9.34
5876	(M3007) 1050 x 300 x .081"	_____	10	10.87
5900	(M4500) 450 x 450 x .064" flower-pot	_____	20	6.80
5894	(M4501) 450 x 450 x .081"	_____	100	7.14
5906	(M4502) 600 x 450 x .081"	_____	100	9.45
5912	(M4503) 750 x 450 x .081"	_____	1	11.49

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
5918	(M4504) 900 x 450 x .081"	____	100	13.53
____	(M4505) 2450 x 450 x .125"	____	10	57.90
____	(M4506) 3050 x 450 x .125"	____	10	72.03
____	(M4507) 3650 x 450 x .125"	____	10	86.16
____	(M4508) 1850 x 450 x .125"	____	10	43.76
5948	(M6000) 600 x 600 x .081" stop	____	500	12.32
____	(M6001) 600 x 750 x .081" stop/tab	____	1	15.24
5996	(M7500) 750 x 750 x .081" stop	____	150	18.82
____	(M7501) 900 x 750 x .081" stop/tab	____	1	22.35
6020	(M9000) 900 x 900 x .081" stop	____	200	26.32
____	(M9001) 1050 x 900 x .081" stop/tab	____	1	30.62
____	(M6003) 600 x 600 x .081" pentagon	____	1	12.32
____	(M8000) 800 x 800 x .081" pentagon	____	1	21.32
5936	(M6004) 600 x 600 x .081"	____	500	12.32
5954	(M6005) 750 x 600 x .081"	____	500	15.24
5960	(M6006) 900 x 600 x .081"	____	100	18.05
5970	(M6007) 1050 x 600 x .081"	____	100	21.03
5972	(M6008) 1200 x 600 x .081"	____	10	24.01
5978	(M6009) 1500 x 600 x .081"	____	10	29.96

CONTINUED...

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6002	(M7502) 750 x 750 x .081" yield	____	10	18.82
6032	(M9002) 900 x 900 x .081" yield	____	1	26.32
5990	(M7503) 750 x .081" round	____	1	No Bid
5993	(M9003) 900 x .081" round	____	1	No Bid
* 6050	(M7504) 1200 x 1200 x .102" squeeze	____	1	73.31
6008	(M7505) 750 x 750 x .081"	____	200	18.82
* 6014	(M7506) 900 x 750 x .102"	____	1	35.45
* 6026	(M9004) 900 x 900 x .102"	____	10	42.03
6038	(M9005) 1200 x 900 x .125"	____	10	55.64
5987	(M9006) 1500 x 900 x .125"	____	10	69.37
____	(M9007) 2400 x 1200 x .125"	____	1	144.00
5870	(M9500) 950 x 300 x .125" slitted	____	10	No Bid
5924	(M9501) 950 x 450 x .125" slitted	____	10	No Bid
____	(M9701) 939 x 374 x .125" BIA top	____	10	No Bid
____	(M9702) 900 x 424 x .125" BIA end	____	10	No Bid

* Note: We are quoting on .125" thickness, not .102

CONTINUED...

PART B - PAINTED BLANKS

- Material to be Alcan Aluminum Sheet.
- Alloy - 5052
- Temper - H36 (H32)
- Material to be de-greased and etched with Alodine 1200s conversion coating
- Sign blanks in Part B shall be painted (2 coats) with Alcan Alurite, L8002 white paint, one side.
- Finish of painted side shall be suitable to accept air-dry silk screening inks.
- Sign blank length/width dimension as well as hole placement are as per the detail drawings DT 450-01 to Dt 450-05. Sign Blank thickness is as detailed in this specification.
- All dimension are in millimetres, unless otherwise noted.

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6107	(M2000) 200 x 300 x .064"	_____	10	2.48
____	(M2001) 600 x 200 x .081"	_____	50	4.15
____	(M2500) 250 x 250 x .064"	_____	10	2.54
6115	(M3000) 300 x 300 x .064"	_____	1800	3.21
6109	(M3001) 450 x 300 x .064"	_____	1000	4.64
6128	(M3002) 550 x 300 x .064"	_____	300	5.55
____	(M3003) 600 x 300 x .064"	_____	100	6.06
6140	(M3004) 750 x 300 x .081"	_____	300	7.67
6146	(M3005) 900 x 300 x .081"	_____	1	9.24
6150	(M3007) 1050 x 300 x .081"	_____	1	10.77
6152	(M4501) 450 x 450 x .081"	_____	10	7.02
6158	(M4502) 600 x 450 x .081"	_____	10	9.35
6160	(M4503) 750 x 450 x .081"	_____	1	11.40

PART B - PAINTED BLANKS (cont'd...)

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
6164	(M6003) 600 x 600 x .081" pentagon	____	50	12.23
6197	(M8000) 800 x 800 x .081" pentagon	____	50	20.61
____	(M6004) 600 x 600 x .081"	____	10	12.23
6182	(M6005) 750 x 600 x .081"	____	10	15.17
6188	(M6006) 900 x 600 x .081"	____	50	17.99
____	(M6007) 1050 x 600 x .081"	____	1	20.38
____	(M6008) 1200 x 600 x .081"	____	1	23.08
____	(M6009) 1500 x 600 x .081"	____	1	28.76
6194	(M7505) 750 x 750 x .081"	____	50	18.69
* 6200	(M7506) 900 x 750 x .102"	____	1	32.82
* 6190	(M9004) 900 x 900 x .102"	____	1	39.02
6203	(M9005) 1200 x 900 x .125"	____	1	50.39
____	(M9006) 1500 x 900 x .125"	____	1	61.99

* Note: We are quoting on .125" thickness, not .102

CONTINUED...

PART C - STREET NAME BLANKS

- Material to be Alcan Street Name Sign Extrusion

150 mm Size
Shape - 71615
Alloy - 6063
Temper - T55 Note: We are quoting on Temper T5

200 mm Size
Shape - 73760
Alloy - 6063
Temper - T55 Note: We are quoting on Temper T5

- Material to be de-greased and etched with Alodine 1200s conversion coating
- Sign blanks in Part C shall not be painted.
- Street Name Sign extrusion thickness as per Alcan extrusion shape # specification.
- All dimension are in millimetres, unless otherwise noted.

Traffic Part #	Description (type number) width x height x thickness	Vendor Part #	Est. Qty.	Unit Price
____	150 x 3650	____	150	29.15
____	150 x 450	____	10	4.65
____	150 x 600	____	10	5.82
____	150 x 750	____	10	6.98
____	150 x 900	____	10	8.15
____	150 x 900 (M9700) Bus Stop	____	100	No Bid
____	200 x 3650	____	150	51.53
____	200 x 450	____	10	7.45
____	200 x 600	____	10	6.35
____	200 x 750	____	10	7.65
____	200 x 900	____	10	8.95

CONTINUED...

Maximum Delivery Lead Time: Eight Weeks

By signing this document you are indicating that your company has clearly understood the Conflict of Interest clause and are confirming that such a conflict does not exist.

GUILD ELECTRIC LIMITED

Name of Company

470 MIDWEST ROAD, SCARBOROUGH, ONTARIO, M1P 4Y5

Street Address of Company, including postal code - **No Post Office Box numbers** -

Authorized Signature

Peter Lengyel

Please Print Name

( ) (416) 288-8222

Telephone Number

December 22 1994

Date of Tender

( ) (416) 288-9914

FAX Number

NOTE: Bid submissions will **NOT** be accepted by fax

NOTE: Even if you are **NOT** submitting a price, in order to remain on Bidders' List for this product or service, complete the above with your company's information and return by due date and time with a brief explanation why you are unable to bid. **FAILURE TO RETURN WILL BE REASON TO DELETE YOUR COMPANY FROM OUR BIDDERS' LIST.**

4(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 18

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Highridge Road and Swan Street - Intersection Control. [TEC-53-95]

RECOMMENDATION:

That no action be taken on the request for three-way stop control at the intersection of Highridge Road and Swan Street.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The erection of stop signs on Highridge Road at Swan Street would result in additional motor vehicles operating costs in the order of $10,000. annually.

BACKGROUND:

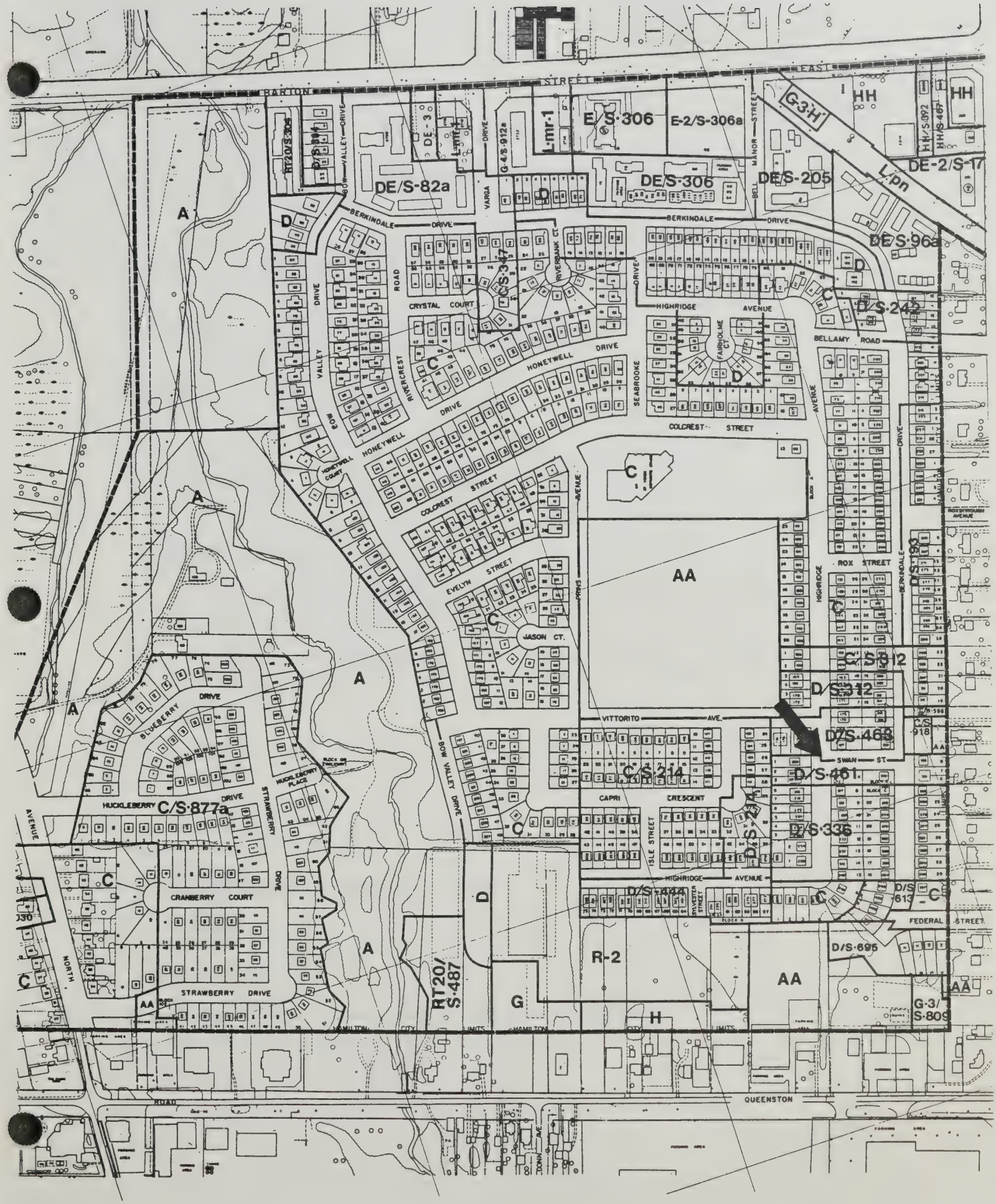
The Traffic Department has received a request from Alderman Dominic Agostino that all-way stop control be implemented at the intersection of Highridge Road and Swan Street. This intersection is a "T" type intersection, and presently, westbound traffic on Swan is required to stop for northbound and southbound traffic on Highridge. Traffic Department records indicate that there has been one reported collision at this intersection in the past seven years. This is an excellent collision record which could not be improved upon by the implementation of all-way stop control.

A site visit to the location on 1994 November 09 confirmed that sight lines for motorists are adequate and that all required stop signs are in good condition. It was noted that the "No Stopping" signs for the corner clearances implemented several years ago were damaged or missing and have since been replaced.

We have assessed this request and have our usual concerns respecting unwarranted all-way stop control, including the fact that there is no collision problem at this intersection, unnecessary stop signs have extremely harmful environmental affects, and unwarranted all-way stop signs create disrespect by motorists to the extent that the compliance with stop signs is deteriorating every year.

For the above reasons, staff does not support the request for all-way stop control at the intersection of Highridge and Swan.

ERA/MH/kg


BARTON STREET EAST
E/S-306
E-2/S-306a
L-mr-1
DE/S-82a
DE/S-306
DE/S-205
DE-2/S-17
DE/S-96a
D/S-245
DCS-347
BERKINDALE DRIVE
CRYSTAL COURT
HONEYWELL DRIVE
COLCREST STREET
HIGHRIDGE AVENUE
BELLAMY ROAD
FAIRHOLME CT.
SEABROOKE DRIVE
RIVERBANK CT.
EVELYN STREET
JASON CT.
VITTORITO AVE.
ROX STREET
D/S-312
D/S-468
D/S-461
D/S-336
D/S-193
C/S-214
C/S-877a
BLUEBERRY DRIVE
HUCKLEBERRY DRIVE
HUCKLEBERRY PLACE
STRAWBERRY DRIVE
CRANBERRY COURT
CAPRI CRESCENT
ISLE STREET
SILVESTER STREET
SWAN ST.
FEDERAL STREET
D/S-695
G-3/S-809
RT20/S-487
R-2
AA
A
C
D
G
H
QUEENSTON ROAD

5(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 13
T104-95 L. Ryan

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: 1995-2004 Provisional Capital Budget
Roads Department (R-95-03)

RECOMMENDATION:

a) That the attached capital projects from the Roads Department be considered for inclusion in the ten year 1995-2004 Provisional Capital Budget, and

b) That these capital projects be reviewed by the Management Team for consideration of the Committee of the Whole and City Council.

Ted Gill
E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

To be reviewed by the Management Team.

BACKGROUND:

Corporate Overview

The proposed 1995-2004 Capital Budget currently represents a $131,707,000 increase in net cost over the 1994-2003 Capital Budget noted as follows exclusive of the infrastructure program which is identified separately:

Cont'd...

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

COMPARISON OF 10 YEAR CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Approved 1994-2003 Capital Budget	Proposed 1995-2004 Capital Budget	Over/(Under)
1994	20,931	0	(20,931)
1995	18,186	21,427	3,241
1996	18,425	23,433	5,008
1997	22,895	31,267	8,372
1998	22,472	26,785	4,313
1999	23,694	30,407	6,713
2000	18,232	46,466	28,234
2001	18,612	33,282	14,670
2002	20,860	30,378	9,518
2003	18,716	29,173	10,457
2004	0	62,112	62,112
SUB-TOTAL	203,023	334,730	131,707
Subsidies & Receipts	76,828	174,532	97,704
Infrastructure 1994-1996:			
Federal/Provincial Share	14,124	0	(14,124)
H.S.P.C.A.	1,358	0	(1,358)
City Share	5,704	0	(5,704)
	21,186	0	(21,186)
TOTAL	301,037	509,262	208,225

It should be noted that there is a $3,241,000 increase being proposed in 1995. If these projects are financed by debentures there will be an increase in debenture cost of $510,600 in the following year and additional operating cost resulting from these capital projects in the 1995 operating budget.

Cont'd...

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the last three years, including the current year.

	Gross	Subsidy	Net
1995-2004 Proposed Capital Budget (1995-2004 costs)	$15,633	$ 645	$14,988
1994-2003 Approved Capital Budget (1995-2003 costs)	14,624	624	14,000
(note: 10-year vs. 9-year comparison - see below)	$ 1,009	$ 21	$ 988

NET CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Past 1994-2003 Capital Budget	Proposed 1995-2004 Capital Budget	Over/(Under)
1995	1,418	1,350	(68)
1996	1,311	1,301	(10)
1997	1,672	1,915	243
1998	1,484	1,421	(63)
1999	1,529	1,443	(86)
2000	1,574	1,465	(109)
2001	1,621	1,488	(133)
2002	1,670	1,511	(159)
2003	1,721	1,535	(186)
2004	-----	1,559	1559
TOTAL	$14,000	$14,988	$ 988

Cont'd...

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

Departmental Overview

The attached Capital Budget Submission Forms are based on the guidelines developed and approved by City Council over the last three years, with the exception of the approved 1994-2003 figures being based on a 10 year plan rather than the 9 year guideline.

	Gross	Subsidy	Net
1995-2004 Proposed Capital Budget (1995-2004 costs)	$15,633	$ 645	$14,988
1994-2003 Approved Capital Budget (1994-2003 costs)	16,267	723	15,544
	$ (634)	$ 78	$ (556)

NET CAPITAL BUDGET BY YEAR

	Net Cost (000's)		
	Past 1994-2003 Capital Budget	Proposed 1995-2004 Capital Budget	Over/(Under)
1994	1,544	0	(1,544)
1995	1,418	1,350	(68)
1996	1,311	1,301	(10)
1997	1,672	1,915	243
1998	1,484	1,421	(63)
1999	1,529	1,443	(86)
2000	1,574	1,465	(109)
2001	1,621	1,488	(133)
2002	1,670	1,511	(159)
2003	1,721	1,535	(186)
2004	-----	1,559	1559
TOTAL	$15,544	$14,988	$ (556)

Cont'd...

1995-2004 Capital Budget, Roads Department

BACKGROUND: (Cont'd)

The gross cost of capital projects recommended by the Roads Department amounts to $15,633,000 in comparison to $16,267,000 as outlined in the ten year approved 1994-2003 Capital Budget. This represents a overall expenditure decrease of $556,000.

There is a $243,000 increase in the proposed 1997 programme resulting largely from the addition of the Rymal Road East Storm Water Retention System project. This project is a $200,000 expenditure and will involve the construction of a system of water ponds to collect, purify and redistribute surface water from the East Mountain Industrial Area.

:lr

cc: A. Ross, City Treasurer
J. Pavelka, C.A.O.
S. Reeder, Secretary, Finance and Administration Committee

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: 1995 City Share of Services
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Financing of the City's share for municipal services within residential subdivision developments (road,sidewalk,curb,0.3m reserve). Funds can be recovered from future Development.
4. DEPARTMENT PRIORITY ORDER: 1

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE XX
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) X
   (b) HEALTH/SAFETY/ENVIRONMENT _____
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT X
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR X
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) _____
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) _____
   (i) GROWTH RELATED PROJECT X

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): 01 1995
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 12 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 1 273 000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): _____ $ _____
   (d) NET CITY'S COST: $ 1 273 000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 1 273 000	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	1996	
(b)	GROSS COST (All Inclusive)		$ 25300
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$ 25300
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	1997	
(f)	GROSS COST (All Inclusive)		$ 26800
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$ 26800

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	
(b)	IN THE COMMUNITY	32

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate based on those subdivision projects expected to proceed in 1995.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Subdivision development would decline due to lack of essential road, sidewalk, water, and sewer services.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes X ; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	69.1
(b)	AT CITY'S COST OF	$1273000
(c)	SCHEDULED TO START IN THE YEAR	1995

Geoffrey Alton — 8 Nov 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: 1996 - 2004 City share of services.
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Financing of the City's share for municipal services within residential subdivision developments.

4. DEPARTMENT PRIORITY ORDER: 2

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT
   (b) HARD SERVICE XX
   (c) SOFT SERVICE

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) XX
   (b) HEALTH/SAFETY/ENVIRONMENT
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)
   (e) ECONOMIC DEVELOPMENT XX
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR XX
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements)
   (i) GROWTH RELATED PROJECT XX

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $

8. (a) PROJECT STARTING DATE (MONTH-YEAR): 01 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 12 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 12 406 000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy _____ and describe) _____ $
   (c) LESS OTHER RECEIPTS (Specify): _____ $
   (d) NET CITY'S COST: $ 12 406 000

10. (a) YEAR OF EXPENDITURE:

- 1995	$	- 2000	$ 1 377 000
- 1996	$ 1 293 000	- 2001	$ 1 399 000
- 1997	$ 1 314 000	- 2002	$ 1 421 000
- 1998	$ 1 335 000	- 2003	$ 1 444 000
- 1999	$ 1 356 000	- 2004	$ 1 467 000

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ _____
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ _____

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	_____
(b)	IN THE COMMUNITY	310

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimates based on previous years costing

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Subdivision development would decline due to lack of essential road, sidewalk, water and sewer services.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes X; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	69.2 - 69.9
(b)	AT CITY'S COST OF	$11 661 000
(c)	SCHEDULED TO START IN THE YEAR	1996 - 2003

Geoffrey Aston — 8 Nov 94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*
(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____
(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Rehabilitation of Parkdale Avenue South Bridge
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Replacement of expansion joints, repair of deteriorated bridge deck and new waterproofing and asphalt.
   Project estimate has been increased due to structure repairs not evident during the initial study.
4. DEPARTMENT PRIORITY ORDER: 3

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT — XX
   (b) HARD SERVICE
   (c) SOFT SERVICE

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation)
   (b) HEALTH/SAFETY/ENVIRONMENT — XX
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR — XX
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) — XX
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) — XX
   (i) GROWTH RELATED PROJECT

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $

8. (a) PROJECT STARTING DATE (MONTH-YEAR): 1994
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1995

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 103 000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) Ministry of Transportation Subsidy - 25% $ 26 000
   (c) LESS OTHER RECEIPTS (Specify): $
   (d) NET CITY'S COST: $ 77 000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ 77000	- 2000	$
- 1996	$	- 2001	$
- 1997	$	- 2002	$
- 1998	$	- 2003	$
- 1999	$	- 2004	$

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	1995	
(b)	GROSS COST (All Inclusive)		$ (3600) savings
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	1996	
(f)	GROSS COST (All Inclusive)		$ (3600) savings
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	
(b)	IN THE COMMUNITY	11

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No _X_ Yes ___ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate approved by the Manager of Structures and the Road Superintendent for the Roads Department.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Further deterioration could shorten the life of the bridge and will result in increased maintenance expenditures.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No _ Yes _X_; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	70
(b)	AT CITY'S COST OF	$397 000
(c)	SCHEDULED TO START IN THE YEAR	1994

S. Aston — *Signature of Department Head/ Local Board Manager*

8 Dec '94 — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Railway Crossing - Hi Rail Installation
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
   Upgrading of various railway crossings on City roads utilizing the Hi Rail Rubber system. Installation of Hi Rail increases longevity of the crossing surface and improves driver safety and comfort.

   City - HiRail purchase, asphalt, signs, Police control, flagging
   Railways - installation

4. DEPARTMENT PRIORITY ORDER: 4

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE XX
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) XX
   (b) HEALTH/SAFETY/ENVIRONMENT XX
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT _____
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT XX
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR XX
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) XX
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) XX
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 2004

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 788 000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): Railways-10 000/yr $ 80 000
   (d) NET CITY'S COST: $ 708 000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ 88 000
- 1996	$ _____	- 2001	$ 89 000
- 1997	$ 85 000	- 2002	$ 90 000
- 1998	$ 86 000	- 2003	$ 91 000
- 1999	$ 87 000	- 2004	$ 92 000

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____	
(b)	GROSS COST (All Inclusive)		$ _____
(c)	LESS RECOVERY/REVENUE		$ _____
(d)	NET CITY'S COST		$ _____
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____	
(f)	GROSS COST (All Inclusive)		$ _____
(g)	LESS RECOVERY/REVENUE		$ _____
(h)	NET CITY'S COST		$ _____

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	_____
(b)	IN THE COMMUNITY	16

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No __ Yes X _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate based on current crossing upgrading costs and the number of crossings presently reconstructed per year.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Decreased rider safety and comfort as well as increased roadway maintenance costs.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes X; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	72.1 - 72.7
(b)	AT CITY'S COST OF	$690 000
(c)	SCHEDULED TO START IN THE YEAR	1997

S. Aston — 8 Dec '94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*
(i) *ANNUAL DEBENTURE FINANCING COST:* $ _____
(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Replacement of the Valley Inn Road Bridge
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Replacement of the Valley Inn Road Bailey Bridge which was placed temporarily over Grindstone Creek.

1996 - Undertake Preliminary Engineering

4. DEPARTMENT PRIORITY ORDER: 5

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE XX
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) XX
   (b) HEALTH/SAFETY/ENVIRONMENT XX
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT XX
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR XX
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) XX
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) XX
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): 1996
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1996

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 21 000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) Ministry of Transportation 25% $ 5 000
   (c) LESS OTHER RECEIPTS (Specify): City of Burlington 50% $ 8 000
   (d) NET CITY'S COST: $ 8 000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ 8 000	- 2001	$ _____
- 1997	$ _____	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	_____
(b)	GROSS COST (All Inclusive)	$ _____
(c)	LESS RECOVERY/REVENUE	$ _____
(d)	NET CITY'S COST	$ _____
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	_____
(f)	GROSS COST (All Inclusive)	$ _____
(g)	LESS RECOVERY/REVENUE	$ _____
(h)	NET CITY'S COST	$ _____

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	_____
(b)	IN THE COMMUNITY	1

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate approved by Manager of Structures

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
The wooden deck and steel parts are difficult to replace. The Bridge has one lane only and a load restriction. Foundations are in bad condition.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No __ Yes X; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	73
(b)	AT CITY'S COST OF	$231 000
(c)	SCHEDULED TO START IN THE YEAR	1997

J. Aston — 8 Dec '94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$ _____
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$ _____

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Replacement of the Valley Inn Road Bridge
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
Replacement of the Valley Inn Road Bailey Bridge which was placed temporarily over Grindstone Creek.

1997 - Replacement of the structure

4. DEPARTMENT PRIORITY ORDER: 5

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT _____
   (b) HARD SERVICE XX
   (c) SOFT SERVICE _____

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) XX
   (b) HEALTH/SAFETY/ENVIRONMENT XX
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT XX
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period) _____
   (e) ECONOMIC DEVELOPMENT _____
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR XX
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure) XX
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) XX
   (i) GROWTH RELATED PROJECT _____

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR): _____
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1997

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 842 000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) Ministry of Transportation 25% $ 210 000
   (c) LESS OTHER RECEIPTS (Specify): City of Burlington 50% $ 316 000
   (d) NET CITY'S COST: $ 316 000

10. (a) YEAR OF EXPENDITURE:

- 1995	$ _____	- 2000	$ _____
- 1996	$ _____	- 2001	$ _____
- 1997	$ 316 000	- 2002	$ _____
- 1998	$ _____	- 2003	$ _____
- 1999	$ _____	- 2004	$ _____

11. ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a)	FIRST YEAR - DATE (MONTH-YEAR)	1998	
(b)	GROSS COST (All Inclusive)		$ (4000) savings
(c)	LESS RECOVERY/REVENUE		$
(d)	NET CITY'S COST		$
(e)	FOLLOWING YEAR - DATE (MONTH-YEAR)	1999	
(f)	GROSS COST (All Inclusive)		$ (4000) savings
(g)	LESS RECOVERY/REVENUE		$
(h)	NET CITY'S COST		$

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:

(a)	WITHIN THE CITY DEPARTMENTS	
(b)	IN THE COMMUNITY	22

13. ESTIMATE PREPARED BY:

(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ _____

If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate approved by Manager of Structures

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:

The wooden deck and steel parts are difficult to replace. The Bridge has one lane only and a load restriction. Foundations are in bad condition.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?

No __ Yes X; if yes,

(a)	PROJECT NO. (1994-2003 Capital Budget)	73
(b)	AT CITY'S COST OF	$231 000
(c)	SCHEDULED TO START IN THE YEAR	1997

S. Aston — 8 Dec '94

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*

(a) *NATURE OF PROPOSED FINANCING:* _____

(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___

(c) *IF DEBENTURE FINANCING:*

(i)	*ANNUAL DEBENTURE FINANCING COST:*	$
(ii)	*TOTAL CARRYING COST OF RETIRING DEBT:*	$

NOTE: Estimates of all building related projects and the related operating cost must be provided by the Architectural Division, Property Department.

savings

The Corporation of the City of Hamilton

PROJECT NUMBER _____
(Treasury to complete)

1995-2004 CAPITAL BUDGET
INDIVIDUAL CAPITAL PROJECT SUBMISSION FORM

1. DEPARTMENT/LOCAL BOARD: Roads - Programming and Development
2. PROJECT NAME: Storm Water Natural Retention System - Rymal Road East
3. DETAILED DESCRIPTION, STATING PURPOSE, TYPE OF PROJECT, LOCATION, ETC.:
The construction of a 3 stage retention pond and natural water purification system to collect, filter and re-introduce into the Red Hill Creek the surface water collected from the east mountain Industrial Park in the Rymal Road/Dartnall Road area. Annual operating costs to be absorbed by the Hamilton Region Conservation Authority, 100% Nonresidential, 100% Greenfields.

4. DEPARTMENT PRIORITY ORDER: 6

5. NATURE OF PROJECT:
   (a) MAINTENANCE OF AN EXISTING PROJECT
   (b) HARD SERVICE XX
   (c) SOFT SERVICE

6. PROJECT JUSTIFICATION:
   (a) STRATEGIC DIRECTION (Image of the City, Quality of Life, Transportation) XX
   (b) HEALTH/SAFETY/ENVIRONMENT XX
   (c) LEGISLATED BY SENIOR LEVELS OF GOVERNMENT
   (d) NEEDS ANALYSIS (Demand, Equitable, Cost/Benefit, Pay back period)
   (e) ECONOMIC DEVELOPMENT
   (f) PRODUCE JOBS IN THE PRIVATE SECTOR XX
   (g) MAINTAIN EXISTING SERVICE (Roads, Buildings, Other basic infrastructure)
   (h) REDUCE ONGOING COST (Staffing and/or resource requirements) XX
   (i) GROWTH RELATED PROJECT XX

7. FEASIBILITY STUDY:
   (a) DATE (MONTH-YEAR):
   (b) GROSS COST $ _____

8. (a) PROJECT STARTING DATE (MONTH-YEAR): 1997
   (b) PROJECT FINISHING DATE (MONTH-YEAR): 1997

9. (a) GROSS COST OF PROJECT In Year-of-Start Dollars: $ 200,000
   (b) LESS PROVINCIAL SUBSIDIES: (Identify nature of Subsidy and describe) _____ $ _____
   (c) LESS OTHER RECEIPTS (Specify): Hamilton Development Charges $?????
   (d) NET CITY'S COST: $ 200,000

10. (a) YEAR OF EXPENDITURE:

- 1995	$	- 2000	$
- 1996	$	- 2001	$
- 1997	$ 200,000	- 2002	$
- 1998	$	- 2003	$
- 1999	$	- 2004	$

ADDITIONAL ANNUAL OPERATING COST IN CURRENT BUDGET:

(a) FIRST YEAR - DATE (MONTH-YEAR) ____--____
(b) GROSS COST (All Inclusive) $
(c) LESS RECOVERY/REVENUE $ ____
(d) NET CITY'S COST $ ____
(e) FOLLOWING YEAR - DATE (MONTH-YEAR) ____--____
(f) GROSS COST (All Inclusive) $
(g) LESS RECOVERY/REVENUE $ ____
(h) NET CITY'S COST $ ____

NOTE: *Includes programming costs, provision for computer systems, equipment/utilities, building and ground maintenance expenses, and all administrative costs.*

12. ADDITIONAL JOBS TO BE CREATED BY PROJECT:
(a) WITHIN THE CITY DEPARTMENTS ____
(b) IN THE COMMUNITY 5

13. ESTIMATE PREPARED BY:
(a) PROPERTY DEPARTMENT - ARCHITECTURAL DIVISION

No X Yes __ ____
If yes, signature of Manager of Architectural Division

(b) If no, the basis of assumptions Estimate prepared by Roads and Environmental Department staff.

14. EFFECT OF REDUCTION IN COST, DELAY OR ELIMINATION OF THIS PROJECT:
Project must correspond with the 1997 scheduling of the Environmental Service Department construction of a Storm Sewer outlet which will service the east mountain Industrial Park.

15. WAS THIS PROJECT IN LAST YEAR'S APPROVED CAPITAL BUDGET?
No X Yes __; if yes,
(a) PROJECT NO. (1994-2003 Capital Budget) ____
(b) AT CITY'S COST OF $____
(c) SCHEDULED TO START IN THE YEAR ____

S. Aston — 2 Dec 1994

Signature of Department Head/ Local Board Manager — *Date*

16. *FUNDING (Treasury Department To Complete):*
(a) *NATURE OF PROPOSED FINANCING:* ____
(b) *RESERVE/CAPITAL LEVY FUNDING AVAILABLE:*
Yes ___ *No* ___
(c) *IF DEBENTURE FINANCING:*
(i) *ANNUAL DEBENTURE FINANCING COST:* $ ____
(ii) *TOTAL CARRYING COST OF RETIRING DEBT:* $ ____

NOTE: Estimates of all building related projects and the related operating cost must provided by the Architectural Division, Property Department.

CITY OF HAMILTON

5(b)

- RECOMMENDATION -

DATE: 1995 February 1
E220-0501 P. Strong

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director

SUBJECT: **"EXTENSION OF EAGLEWOOD DRIVE", ELEANOR NEIGHBOURHOOD, HAMILTON** **(R-95-01)**

RECOMMENDATION

That the City of Hamilton take no action at this time in reference to the extension of Eaglewood Drive from Eleanor Avenue to Eaglewood Drive approximately 75 metres east of Eleanor Avenue.

E. M. Gill, P.Eng.

INFORMATION:

The City of Hamilton has received a petition from local residents currently before the Transport and Environment Committee requesting to have the extension of Eaglewood Drive be established between Eleanor Avenue and existing Eaglewood Avenue to the east. (see attached plan). The Petition states in part , "as we find it difficult to walk on Stone Church Road due to traffic and safety reasons". The Petition has been signed by twenty nine (29) area residents, some of which live in the immediate area, some of which live in the adjacent Neighbourhoods, such as Quindale and Templemead Neighbourhood. Our Department is aware of the need to extend Eaglewood Drive from Eleanor Drive to the east to connect, at some point in time, to the existing portion of Eaglewood Drive. The connection of Eaglewood Drive to Eleanor Avenue is in accordance to the Approved Neighbourhood Plan for the Eleanor Neighbourhood Plan. This report outlines various options that the City of Hamilton has at this time in order to provide access in this area or a viable alternative.

In 1991, in order to implement the approved Neighbourhood Plan for the Eleanor Neighbourhood, the Roads Department received approval from Council to negotiate with the current land owner, at that time the Salvation Army, the purchase of the road allowance for the extension of Eaglewood Drive between Eleanor Avenue and Normajean Avenue.
cont'd...

"EXTENSION OF EAGLEWOOD DRIVE", ELEANOR NEIGHBOURHOOD, HAMILTON

cont'd...

The City of Hamilton would have lost the opportunity to acquire the land for the road if the Salvation Army had developed this property. The lands have since been sold to a private developer and the City has not actively pursued the purchase since the land for the road will be dedicated to the City of Hamilton at the time of development.

The Property Department had made an offer of purchase after the Salvation Army sold the property but the offer was rejected. The Property Department is in a position to pursue the purchase if deemed necessary.

To solve the problem of pedestrian access between Eleanor Avenue and Normajean Avenue, four options have been identified.

OPTION 1: The Regional Municipality of Hamilton-Wentworth has scheduled Stone Church Road East construction from Upper Gage Avenue to Upper Wentworth Avenue for the 1995 construction season. The tendering of this project is subject to approval of the 1995 to 1999 Capital Budget. At the time of this report it is expected that the Region will tender this project in May, 1995 with construction to commence in June, 1995. The construction project is expected to last approximately three months. The City of Hamilton has also scheduled sidewalks under the Local Improvement Act for the same area to be constructed under the Regional Contract for Stone Church Road East where sidewalks are non-existent at this time. This sidewalk would provide a walkway between Eleanor Avenue and Normajean Avenue, albeit in an indirect path. Upon completion there will be a continuous independent sidewalk from Upper Gage Avenue to Upper Wentworth Street. This option addresses the specific problem of the pedestrians being unable to walk along Stone Church Road.

OPTION 2: The City could purchase an easement in order to construct an asphalt pedestrian path from Eleanor Avenue to the existing limit of Eaglewood Drive, approximately 75 metres to the east of Eleanor Avenue. The easement width would be approximately 3.0 metres in width. The cost of construction of a 1.5 metre asphalt path through the easement has an estimated cost of approximately $3,000.00 to $3,500.00, including grading of minor ditches to provide surface drainage. The cost of construction of the asphalt path would be a "throw-away" expense as an ultimate road would be constructed in its stead at the time of development of these lands. In addition there would be the cost of the easement at present both the cost and probability of obtaining the easement are unknown.

cont'd...

"EXTENSION OF EAGLEWOOD DRIVE", ELEANOR NEIGHBOURHOOD, HAMILTON

cont'd...

OPTION 3: That the City could establish a temporary road, which would also allow for vehicular access in addition to pedestrian access. In order to provide access from the existing limit of Eaglewood Drive to the west, to Eleanor Avenue, the City would be required to purchase a 20.0 metre wide strip of land in order to establish the full road allowance width for the City street. The City will recover half of the value for the acquisition for the road allowance from the property owner to the south and half of the property value from the land owner to the north if the City is required to pay market value for the north half of the Road Allowance. The costs involved for a temporary road are also "throw away" costs which are non-recoverable in the future.

OPTION 4: That the City establish a permanent road, which would also allow for vehicular access in addition to pedestrian access. This area of the road would also have full municipal services such as storm sewer sanitary sewers and a watermain along with curbs sidewalks and roadway. In order to provide access from the existing limit of Eaglewood Drive to the west, to Eleanor Avenue, the City would be required to purchase a 20.0 metre wide strip of land in order to establish the full road allowance width for the City street. This option has certain servicing constraints and without detailed analysis for the design of storm and sanitary sewers our department is unsure of the feasibility of a road with full services at this time. Any costs for this alternative are fully recoverable in the future when adjacent lands develop.

These lands are expected to drain to the west from sewers existing on Dulgaren Drive approximately 70 metres east of Upper Sherman Avenue. The sewers on Dulgaren are to be extended north on future Eaglewood Drive through development of various individual properties and is not expected to take place for quite some time. (see attached plan) Currently our office is investigating the possibility of alternate drainage for the this area.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

OPTION 1: With this option the City of Hamilton has no financial impact for additional "upfront" costs. The area residents along Stone Church East will pay for the sidewalks under The Local Improvement Act.

cont'd...

"EXTENSION OF EAGLEWOOD DRIVE", ELEANOR NEIGHBOURHOOD, HAMILTON

cont'd...

OPTION 2: The option of an asphalt pedestrian path with an approximate length of 75 metres is estimated to cost approximately $3,000.00 to $3,500.00. This figure does not include the cost to acquire an easement over the land from the current land owner. The cost of construction for the temporary path is non-recoverable in the future.

OPTION 3: The option of a temporary road with an approximately length of 75 metres is estimated to cost approximately $8,000.00 to $10,000.00. This figure does not include the cost to acquire the land from the current land owner. The City will recover the land costs in the future when the adjacent lands develop but not the cost of construction of the temporary road.

OPTION 4: This option is the most expensive alternative and has been estimated to be approximately $125,000.00, not including the land costs required to purchase the road allowance for the land owner however these costs are recoverable in the future when adjacent lands develop. The City would also recover one half of the value for the acquisition for the road allowance from the property owner from the south and one half of the property value from the land owner to the north if the City is required to pay market value for the full Road Allowance for Eaglewood Drive. This Option would allow the adjacent land owners to develop their property once sewers, watermain and a road are constructed.

/ps

cc: A. C. Ross, City Treasury Department
cc: M. Watson, City Property Department, Att: R. Lane
cc: Councillor D. Ross, Chairman, Fin.& Administration Committee
cc: S. Reeder, Secretary, Fin. & Adm. Com.

T&E/Disc/PS

PETITION

TO THE COUNCILLORS OF WARD 7, HAMILTON, ONTARIO:

WE, THE UNDERSIGNED, BEG LEAVE TO PETITION TO HAVE THE EXTENSION OF EAGLEWOOD DRIVE OPENED AS WE FIND IT DIFFICULT TO WALK ON STONECHURCH ROAD DUE TO TRAFFIC AND SAFETY REASONS:

	NAME (PRINTED)	ADDRESS	SIGNATURE
1	Emily Columbro	35 Leaway Ave	Emily Columbro
2	Andrew Noble	2 Mentino Crt	A Noble
3	Nadia Pacici	6 Mentino Crt	Nadia Pacici
4	Brent Francy	288 Eaglewood Dr	Brent Francey
5	Jack Bernacki	461 Queen Victoria Dr.	Jack Bernacki
6	Sarah Hutton	27 Enola Ave	Sarah Hutton
7	William Nicholas	1616 UPPER #9	William Nicholas
8	MAT COLUMBRO	35 LEAWAY AVE	MAT COLUMBRO
9	Josie Gennaccaro	38 Ingrid crt.	Josie Gennaccaro
10	Lisa Curto	11 Presidio Dr	Lisa Curto
11	Adelina Mattina	808 Templemead Dr	Adelina Mattina
12	Antonietta Chiarelli	145 Templemead Dr	Antonietta Chiarelli
13	Peter Longo	128 Elmore Dr.	Peter Longo
14	Marco Longo	124 Elmore Dr	
15	MIKE NOBLE	2 Mentino	Mike Noble
16	Josie Mattina	808 Templemead Dr	Josie Mattina
17	Colin Smith	384 Eaglewood Drive	

PETITION

TO THE COUNCILLORS OF WARD 7, HAMILTON, ONTARIO:

WE, THE UNDERSIGNED, BEG LEAVE TO PETITION TO HAVE THE EXTENSION OF EAGLEWOOD DRIVE OPENED AS WE FIND IT DIFFICULT TO WALK ON STONECHURCH ROAD DUE TO TRAFFIC AND SAFETY REASONS:

	NAME (PRINTED)	ADDRESS	SIGNATURE
1	Pat Porco	129 Templemead Dr.	Pat Porco
1	Jeff Messner	19 INNSWOOD PL	Jeff Messner
20	David Hutton	27 Enola Ave	Dave Hutton
21	Amanda G. Columbro	35 Leaway Ave.	Amanda G Columbro
22	Dale Smith	384 Eaglewood	Dale Smith
23	Wendy Williams	18 pearson dr.	W. Williams
24	Robin Nemeth	11 ENOLA Crt.	Robin Nemeth
25	Vanessa Sullivan	25 Queen Victoria #20	Vanessa Sullivan
26	Shawn Mendoza	19 Normajean ave	Shawn Mendoza
27	Nick Kyprianou	83 Elmore Dr.	Nick Kyprianou

PETITION

TO THE COUNCILLORS OF WARD 7, HAMILTON, ONTARIO:

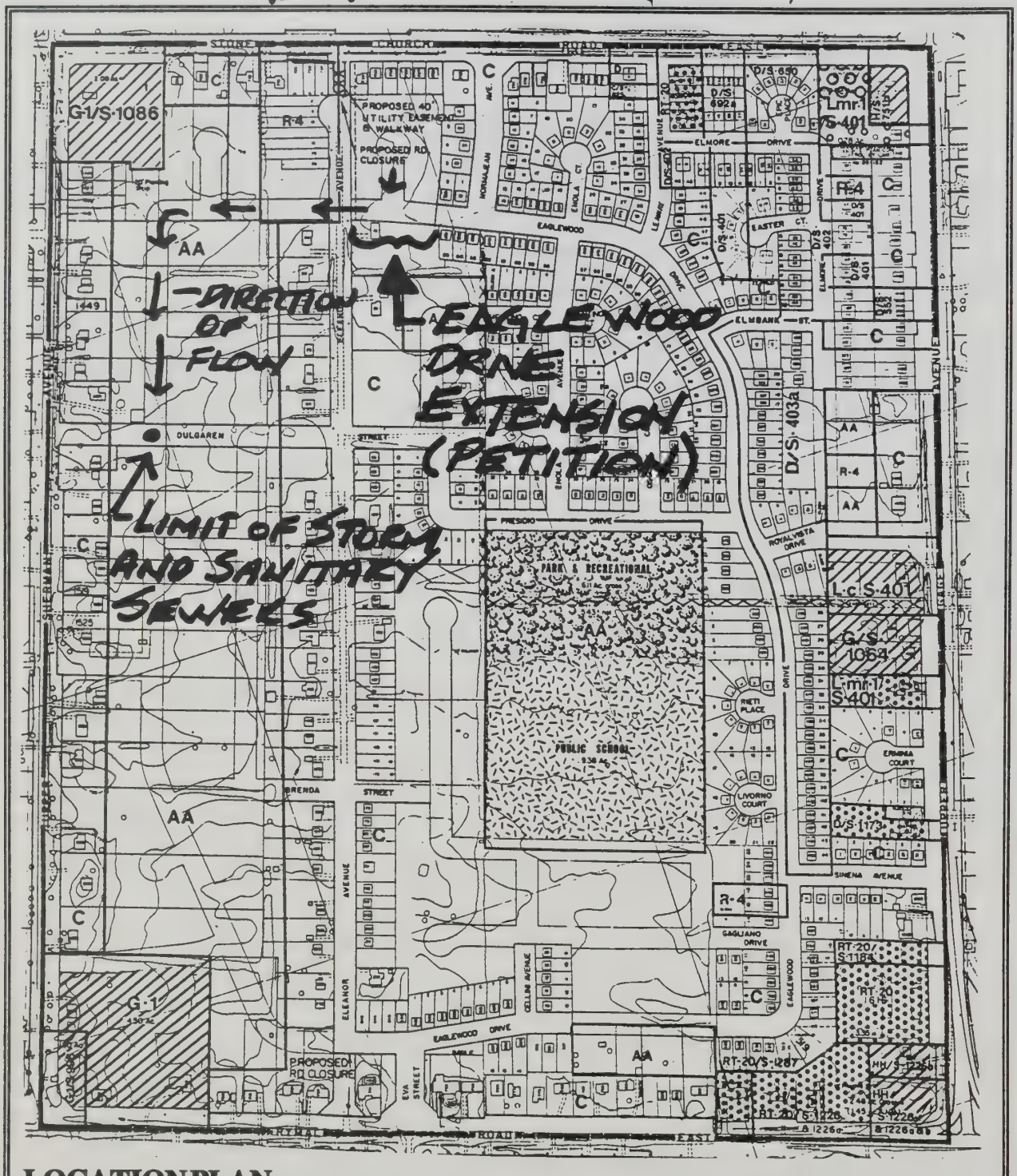
WE, THE UNDERSIGNED, BEG LEAVE TO PETITION TO HAVE THE EXTENSION OF EAGLEWOOD DRIVE OPENED AS WE FIND IT DIFFICULT TO WALK ON STONECHURCH ROAD DUE TO TRAFFIC AND SAFETY REASONS:

NAME (PRINTED)	ADDRESS	SIGNATURE
8 Danielle Spence	11 Elmbank st	Danielle Spence
9 Anthony Elia	34 Quincy crt.	Anthony Elia

PROPOSED LOCALS "SIDEWALKS, SOUTH SIDE"

WALKS EXISTING (SOUTH SIDE)

PROPOSED LOCALS, SOUTH SIDE FOR SIDEWALK INSTALLATION (CLEAWAY) TO ELEANOR AVE



LOCATION PLAN

"EAGLEWOOD DRIVE EXTENSION", HAMILTON

N.T.S. N

SUBLIST/DISC

6.

CORPORATION OF THE CITY OF HAMILTO

CITY CLERK'S OFFICE

****

TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

YOUR FILE:

FROM: J. J. Schatz
City Clerk

OUR FILE:
PHONE: 546-2727

SUBJECT: **City Council Referrals**
Second Report, Transport and Environment Committee

DATE: 1995 February 1

For your information, please be advised that City Council at its meeting held 1995 January 31 referred back Section 16 respecting a "No Parking" regulation on both sides of Chedmac Drive and Section 47 respecting "All-Way Stop Control regulation at the intersection of Rowntree Drive and Rushdale Drive to the Transport and Environment Committee.

JJS/mjw

Attachments

c. *Murray Main, P.Eng.*
Director of Traffic Services

6 (a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1994 November 30

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Rowntree Drive and Rushdale Drive - Intersection Control. [TEC- 07-95]

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Rowntree Drive and Rushdale Drive and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

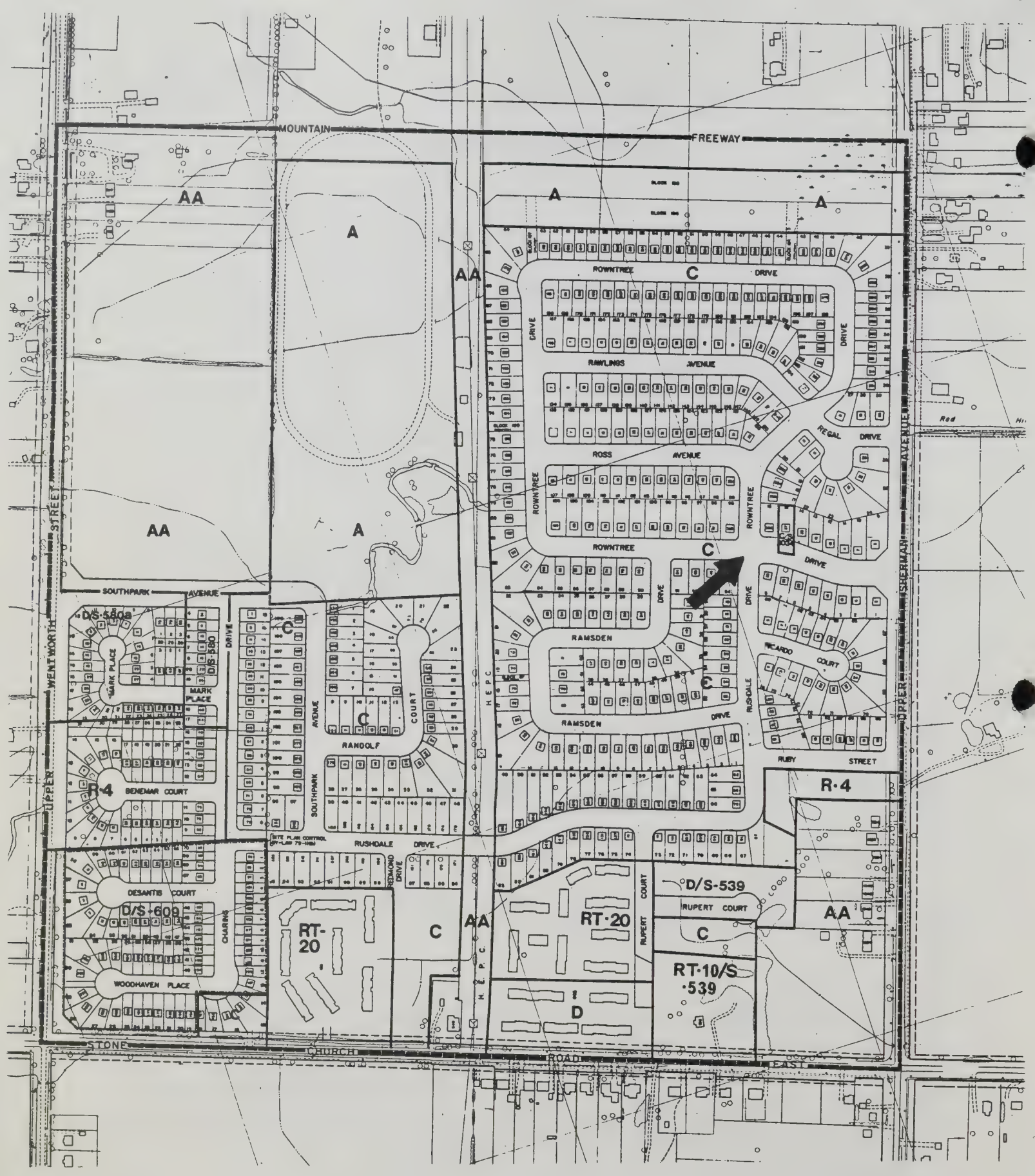
Sufficient funds are provided in the 1995 operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Terry Anderson to investigate the need for all-way stop control at the intersection of Ruby Street and Rushdale Drive.

The Traffic Department does not support the request for all-way stop control at the intersection of Ruby and Rushdale since it does not meet any of the Departmental criteria for the use of all-way stops. However, the intersection of Rowntree Drive and Rushdale Drive, which is approximately 700 feet north of Ruby Street, meets at least one of the criteria respecting the use of all-way stop control since both of these roadways are collector roads for the neighbourhood. Therefore, the Traffic Department recommends that all-way stop control be implemented at Rowntree and Rushdale.

ERA/MH/kg


MOUNTAIN FREEWAY
AA
A
AA
A
A
A
AA
A
ROWNTREE DRIVE
C
RAWLINGS AVENUE
ROSS AVENUE
REGAL DRIVE
ROWNTREE
ROWNTREE
ROWNTREE
C
DRIVE
RAMSDEN
RAMSDEN
C
RICARDO COURT
RUSDALE DRIVE
RUBY STREET
SOUTHPARK AVENUE
DS-580a
DS-580
MARK PLACE
MARK PLACE
DRIVE
C
C
RANDOLF COURT
SOUTHPARK AVENUE
WENTWORTH STREET
UPPER
R-4
BENEMAR COURT
R-4
SITE PLAN CONTROL
RUSHDALE DRIVE
REDMOND DRIVE
DESANTIS COURT
D/S-609
CHARNA
WOODHAVEN PLACE
RT-20
C
AA
H.E.P.C.
RT-20
RUPERT COURT
RUPERT COURT
D/S-539
RUPERT COURT
C
AA
RT-10/S-539
D
STONE CHURCH ROAD EAST
UPPER SHERMAN AVENUE

6. (b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 9

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: North and East Sides of Chedmac Drive - Parking Regulations. [TEC-22-95]

RECOMMENDATION:

That a "No Parking" regulation be implemented on both sides of Chedmac Drive commencing at Rice Avenue and extending to the northerly end of Chedmac Drive and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

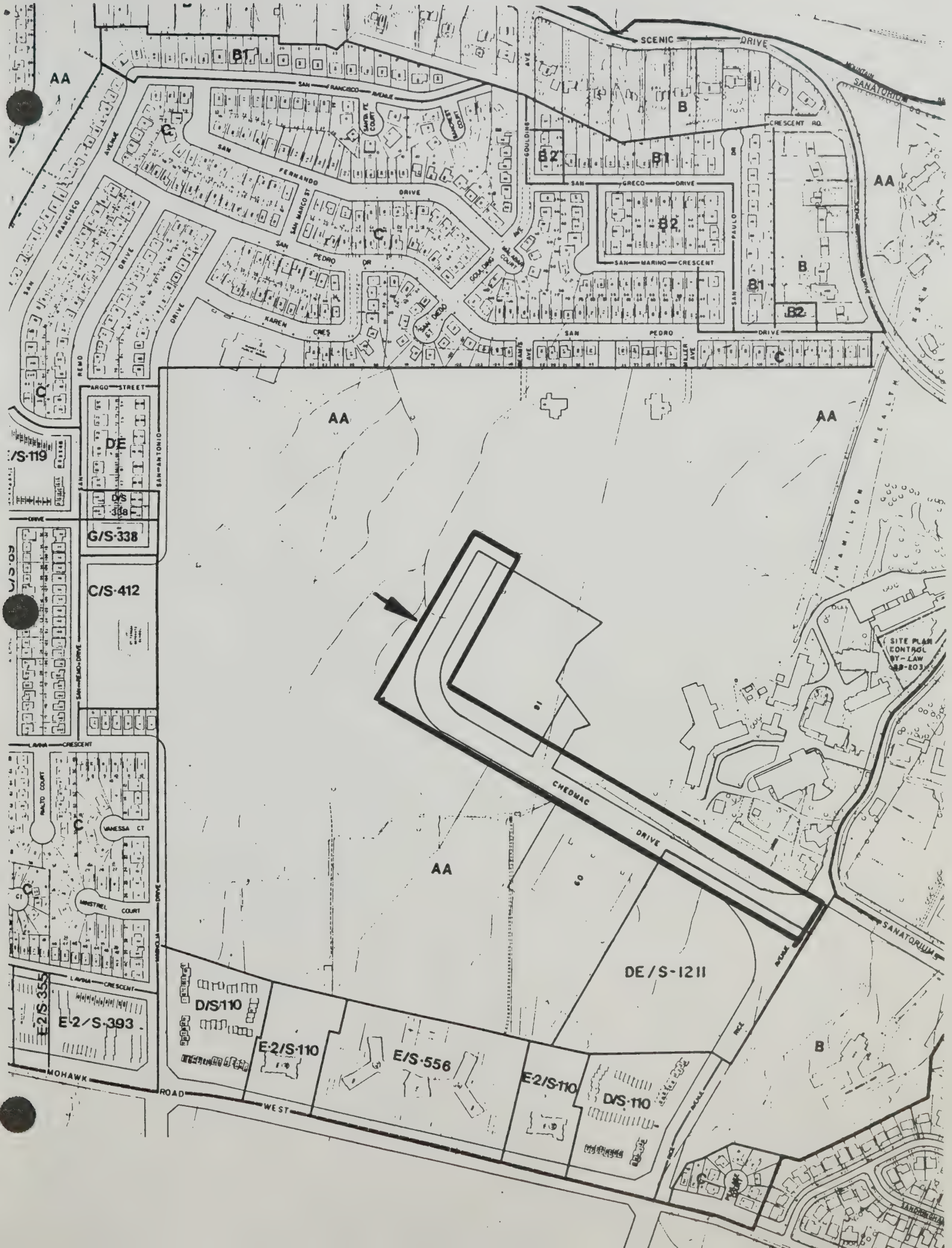
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the unapproved signs and manufacturing, erecting and maintaining the required signs.

BACKGROUND:

Staff has identified existing "No Parking" signs on the north and south sides of Chedmac Drive between Rice Avenue and the northerly end of Chedmac, which were erected by Chedoke Hospital when Chedmac was a private road and are not authorized by City Council. Chedmac has a 28 foot pavement width. The Traffic Department recommends that a by-law be enacted to prohibit parking on both sides of Chedmac between Rice and the northerly end of Chedmac, since this is now a City street.

MT/CVB/kg


SCENIC DRIVE
MOUNTAIN SANATORIUM
SAN FRANCISCO AVENUE
SAN FERNANDO DRIVE
SAN PEDRO DR
SAN GREGO DRIVE
SAN MARINO CRESCENT
CRESCENT RD.
GOULDING AVE
PAULO AVE
KAREN CRES
ARGO STREET
SAN ANTONIO AVE
SAN REMO DRIVE
LAVRA CRESCENT
MINSTREL COURT
VANESSA CT
MOHAWK ROAD WEST
CHEDMAC DRIVE
SANATORIUM ROAD
HAMILTON AVE
SITE PLAN CONTROL BY-LAW 83-203
AA
B
B1
B2
C
DE
C/S-412
G/S-338
D/S-110
E-2/S-110
E/S-556
E-2/S-393
DE/S-1211

CONSENT AGENDA

Transport and Environment Committee
Monday, 1995 February 6
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the Meeting held 1995 January 23

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) Royal Avenue between Bowman Street and Stroud Road [TEC-37-95]

(b) Park Street North between York Boulevard and Vine Street [TEC-55-95]

(c) East side of Barons Avenue North [TEC-58-95]

(d) No. 101 East 24th Street [TEC-60-95]

(e) South side of Homewood Avenue west of Dundurn Street South Request to Remove a Commercial Vehicle Loading Zone [TEC-38-95]

(f) West side of East 23rd Street south of Fennell Avenue East - Request for an additional parking meter [TEC-56-95]

(g) School Bus Loading Zone on Springside Drive adjacent to Ryckman's Corners School [TEC-66-95]

(h) School Bus Loading Zone on Albright Road adjacent to Red Hill School [TEC-67-95]

(i) Mountwood Avenue, south of Louisa Avenue [TEC-62-95]

(j) No. 1 Young Street Request for Wheelchair Loading Zone [TEC-63-95]

ii. **Intersection Control**

(a) Southerly Portion of the Falkirk East Neighbourhood [TEC-25-95]

(b) Intersections of Garden Crescent (north and south legs) and East 24th Street

(c) Intersection of Acadia Drive and Butler Drive [TEC-61-95]

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. 1995 Servicing Expenditures Related to Subdivisions
- Orchard Park Estates - Phase 4, Hamilton

ii. Encroachment Agreements

D. **SECRETARY**
TASK FORCE TO REVIEW THE SUB-COMMITTEE STRUCTURE

Pedestrian Safety Advisory Sub-Committee

E. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Items

Monday, 1995 January 23
9:30 o'clock a.m.
Room 233, City Hall

1(a)

The Transport and Environment Committee met.

There were present: Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman D. Agostino
Alderman T. Jackson
Alderman F. D'Amico

Absent: Mayor R. M. Morrow, City Business

Also present: Alderman M. Caplan
Alderman F. Eisenberger
Alderman T. Anderson
Mr. E. Gera, Separate School Board
Ms. B. Price, Hamilton Safety Council
Ms. G. Christmas, Board of Education
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. C. Firth Eagland, Public Works Department
Mr. R. Meiers, Public Works Department
Ms. H. Milsome, Public Works Department
Mr. M. Main, Director of Traffic Services
Mr. M. Hazel, Traffic Department
Mr. G. Aston, Road Department
Mr. M. Watson, Property Department
Mr. P. Barkwell, Law Department
Mr. D. Jardine, 10 Webber Avenue
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Proposed Closure of Gerrard Street from Sherman Avenue to 100.489 m westerly**

The Committee was in receipt of a report dated 1994 November 23 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the stopping-up, closing and sale of the portion of Gerrard Street from Sherman Avenue North, to 100.489m westerly be approved, subject to the following conditions:

(a) That the Commissioner of Transportation/Environmental Services be directed to prepare a By-law to stop up, close and sell the road allowance of Gerrard Street from Sherman Avenue North, to 100.489m westerly; and,

(b) That the Commissioner of Transportation/Environmental Services be directed to prepare and register a reference plan under the Registry Act, to delineate the manner in which the proposed closed road allowance is to be sold; and,

(c) That the Commissioner of Transportation/Environmental Services be directed to make application to the Regional Municipality of Hamilton-Wentworth for approval of the proposed closing, pursuant to Section 48 of the Regional Act; and,

(d) That the City Clerk be directed to publish a notice of City Council's intention to pass the By-law, pursuant to Section 301 of the Municipal Act, R.S.O. 1980; and,

(e) That the City of Hamilton provide a 6m easement to the Region for the existing 675mm and 375mm sewers and the existing 150mm watermain in the proposed closure area; and,

(f) That the City of Hamilton provide a 2.0m easement to Union Gas for their underground plant on the north and south sides of the closure area; and,

(g) That the City of Hamilton provide a 3.0m easement to Bell Canada for their existing plant on the north side of the closure area.

(b) **Proposed Alteration of Ferguson Avenue North between Cannon and Barton Streets**

The Committee was in receipt of a report dated 1994 December 14 from the Director of Public Works respecting the subject matter.

The Chairman indicated that a Letter of Objection had been received from Alexander Celecksoff dated 1995 January 20.

Following a brief discussion, the Committee approved the following recommendation:

That City Council enact the By-law to authorize the alteration of Ferguson Avenue North between Cannon and Barton Streets by narrowing the roadway from the existing 19.5m width varying from 8.5m to 11.0m.

(c) **Pizza Delivery Policy**

The Committee was in receipt of a report dated 1995 January 18 from the Director of Traffic Services, City Solicitor and Senior Director, Roads Department respecting the subject matter.

As the delegation was unable to attend the meeting, the Committee agreed that the item be tabled until the next meeting of the Transport and Environment Committee.

(d) **Webber Avenue - Parking Permits**

The Committee was in receipt of a report dated 1994 December 20 from the Director of Traffic Services respecting the subject matter.

Mr. Brad Jardine addressed the Committee on the issue of parking permits on Webber Avenue and indicated that he was in agreement with the recommendation presented by the Director of Traffic Services to the Committee.

Following a discussion, the Committee agreed that the item be tabled in order that the other residents affected by the recommendation presented by the Director of Traffic Services be invited to attend the next meeting.

(e) **Westdale Village B.I.A.**

The Committee was in receipt of correspondence dated 1995 January 12 from Ms. Shelagh Snider of the Westdale Village B.I.A. The Committee was also in receipt of a report dated 1995 January 18 from the Director of Public Works and the Director of Traffic Services respecting the subject matter.

Ms. Snider appeared before the Committee and indicated that she is in support of the recommendation being presented by the Director of Public Works and the Director of Traffic. She requested, that should the item be approved, construction not commence until after May 6 as it would interfere with a previously scheduled activity in the Westdale B.I.A. area.

Discussion ensued on the use of concrete versus the use of asphalt for the temporary alterations to the pedestrian crosswalks in the Westdale Village B.I.A.

Subsequently, following further discussion, the Committee approved the following amended recommendation:

(a) That, as the alterations to pedestrian crosswalks in the Westdale Village B.I.A. are to be implemented on a six-month trial basis, asphalt be substituted for the proposed concrete work and that the estimated expenditure of $35,469. be reduced to $21,369. to reflect the change in material costs; and,

(b) That consideration be given in the 1995 Current Budget deliberations for funding the expenditure of $21,369. for the implementation of pedestrian crosswalk alterations in the Westdale Village B.I.A. recognizing that $15,012. of this sum will be required as an ongoing allocation to future current budgets for the horticultural maintenance which will result.

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1994 December 5 were adopted as circulated.

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **Nos. 631 and 635 Rexford Drive**

The Committee was in receipt of a report dated 1994 November 28 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north and east sides of Rexford Drive commencing at a point 94 feet east of the east curb line of Rexford Drive adjacent to No. 631 Rexford Drive and extending to a point 108 feet north of the north curb line of Rexford Drive and that the City Traffic By-law 89-72 be amended accordingly.

(b) **Ray Street South between Main Street West and George Street**

The Committee was in receipt of a report dated 1994 November 2 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the east side of Ray Street South commencing at a point 68 feet north of Main Street West and extending to George Street; and,

(b) That the existing "No Parking" regulation on the east side of Ray Street commencing at Main Street West and extending to a point 68 feet northerly therefrom, be replaced with a "No Stopping" regulation; and,

(c) That the City Traffic By-law 89-72 be amended accordingly; and,

(d) That the Director of Traffic Services be authorized to issue upon request, one parking permit to each of the first seven eligible applicants (maximum of one per household) abutting Ray Street South between Main Street West and George Street.

(c) **East Side of Independence Drive, north of Adler Avenue**

The Committee was in receipt of a report dated 1994 December 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, Monday to Friday" regulation be implemented on the east side of Independence Drive commencing at a point 104 feet north of Adler Avenue and extending to a point 38 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(d) **No. 34 Dunsmure Road**
Request for a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 December 7 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 7:00 a.m. to 9:00 p.m., seven days a week" regulation be implemented on the south side of Dunsmure Road commencing at a point 25 feet east of St. Clair Avenue and extending to a point 26 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(e) **Apartment Building at No. 40 Oxford Street North**
Application for a Time Limit Exemption Permit

The Committee was in receipt of a report dated 1994 December 8 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue a time limit exemption permit to Mr. Frank Mantioni, No. 2108 - 40 Oxford Street North.

(f) **No. 414 Paling Avenue**
Request to Remove a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1994 December 7 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the east side of Paling Avenue commencing at a point 93 feet north of Vansitmart Avenue and extending to a point 22 feet northerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(g) **No. 52 Mars Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1994 December 16 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Mars Avenue commencing at a point 168 feet east of Douglas Street and extending to a point 19 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Walker, No. 52 Mars Avenue.

(h) **No. 283 Paling Avenue**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1994 December 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Paling Avenue commencing at a point 601 feet south of Barton Street East and extending to a point 28 feet southerly therefrom, and on the east side of the street commencing at a point 630 south of Barton Street East and extending to a point 20 feet southerly therefrom; and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Elizabeth Evan, 283 Paling Avenue.

(i) **B & T Supermarket, 113 - 119 Park Street North**
Discharge of Commercial Boulevard Parking Agreement

The Committee was in receipt of a report dated 1994 December 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 230560 C.D. to the property at No. 113 - 119 Park Street North be discharged at the property owner's expense and subject to:

i. the applicant or his agent barricading the boulevard parking area in a manner satisfactory to the Director of Traffic Services and executing a Paving Agreement or restoring the boulevard with sod; and,

ii. the removal of a portion of the existing vehicle approach ramp; and,

(b) That the City Solicitor be authorized and directed to prepare the necessary documentation in relation to the discharge of this agreement; and

(c) That the Mayor and City Clerk be authorized and directed to sign the necessary documentation in relation to the discharge of this agreement.

(j) **Highridge Avenue**

The Committee was in receipt of a report dated 1994 December 13 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the north and west sides of Highridge Avenue between the north and west property lines of No. 238 Highridge Avenue and that the City Traffic By-law 89-72 be amended accordingly.

(k) **No. 12 East 23rd Street**
Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1994 December 20 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 9:00 a.m. to 11:00 p.m., seven days a week" regulation on the west side of East 23rd Street which commences at a point 250 feet south of Concession Street and extends to a point 26 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(l) **North Side of Carling Street**

The Committee was in receipt of a report dated 1995 January 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking, 8:00 a.m. to 5:30 p.m., Monday to Friday" regulation on the north side of Carling Street which commences 153 feet east of Paradise Road South and extends to a point 113 feet easterly therefrom be shortened such that the regulation commences at a point 153 feet east of Paradise Road South and extends to a point 93 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(m) **North and East Side of Chedmac Drive**

The Committee was in receipt of a report dated 1995 January 9 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on both sides of Chedmac Drive commencing at Rice Avenue and extending to the northerly end of Chedmac Drive and that the City Traffic By-law 89-72 be amended accordingly.

(n) **Philpott Memorial Church, No. 89 - 91 Vine Street**
Discharge of a Commercial Boulevard Parking Agreement

The Committee was in receipt of a report dated 1994 December 21 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing Commercial Boulevard Parking Agreement registered as Instrument No. 179381 C.D. to the property at No. 89 - 91 Vine Street be discharged at the property owner's expense and subject to:

i. the applicant or his agent restoring the boulevard with sod to a condition satisfactory to the Director of Traffic Services or barricading the boulevard to prevent parking from occurring and executing a pavement agreement; and

(b) That the City Solicitor be authorized and directed to prepare the necessary documentation in relation to the discharge of this agreement; and,

(c) That the Mayor and City Clerk be authorized and directed to sign the necessary documentation in relation to the discharge of this agreement in a form satisfactory to the City Solicitor.

(o) **Leona Court**

The Committee was in receipt of a report dated 1995 January 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That an "Alternate Side Parking" regulation be implemented on Leona Court between Rainbow Drive and the southerly end of the court such that parking is prohibited:

i. on the west side of the street during the months of December, January, February and March and from the 1st to the 15th of April, May, June, July, August, September, October and November; and,

ii. on the east side of the street from the 16th to the last day of April, May, June, July, August, September, October and November; and,

(b) That the City Traffic By-law 89-72 be amended accordingly.

(p) **South Side of Burton Street between Douglas Street and Cheever Street**

The Committee was in receipt of a report dated 1995 January 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "Three Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Burton Street between Douglas Street and Cheever Street be replaced with a "Permit Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue two parking permits per residence to Nos. 112, 114, 118 and 120 Burton Street and one parking permit per residence to Nos. 110, 116 Burton Street and No. 105 Cheever Street and any additional permits (to a maximum of twelve) on a first come first served basis.

(q) **Dorval Street beside No. 910 Upper Sherman Avenue Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1995 January 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 10:00 a.m. to 8:00 p.m., Sundays" regulation be implemented on the south side of Dorval Street commencing at a point 30 feet west of Upper Sherman Avenue and extending to a point 38 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(r) **School Bus Loading Zone on Bonaparte Way adjacent to St. Marguerite D'Youville School**

The Committee was in receipt of a report dated 1995 January 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Bonaparte Way commencing at a point 124 east of the east curb line of Brigade Drive and extending to 80 feet easterly; and,

(b) That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the south side of Bonaparte Way commencing at a point 111 feet east of the east curb line of Corsica Court and extending 31 feet easterly; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(s) **No. 292 Cumberland Avenue**
Request for a Reserved "Permit Parking"
Space for a Disabled Resident

The Committee was in receipt of a report dated 1995 January 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the south side of Cumberland Avenue commencing at a point 145 feet west of the extended west curb line of Norway Avenue and extending to a point 21 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Midjord, No. 295 Cumberland Avenue.

(t) **Oak Avenue, South of Barton Street East**

The Committee was in receipt of a report dated 1995 January 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the three existing one hour parking meters on the west side of Oak Avenue, immediately south of Barton Street East and the existing "No Parking" regulation on the east side of Oak Avenue which commences at Barton Street East and extends to a point 161 feet southerly therefrom, be replaced with an "Alternate Side Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly.

(u) **West Side of Berkindale Drive between Bellamy Road and Roxborough Avenue**

The Committee was in receipt of a report dated 1995 January 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking" regulation be implemented on the west side of Berkindale Drive between Bellamy Road and Roxborough Avenue and that the City Traffic By-law 89-72 be amended accordingly.

(v) **Apartment Building at No. 75 Bold Street Application for a Time Limit Exemption Permit**

The Committee was in receipt of a report dated 1995 January 9 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the Director of Traffic Services be authorized to issue a time limit exemption permit to Mr. Ken Hazell, No. 1006 - 75 Bold Street.

(w) **West Side of East 19th Street South of Concession Street - Taxi Stand**

The Committee was in receipt of a report dated 1995 January 10 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation be implemented on the west side of East 19th Street commencing at a point 176 feet south of Concession Street and extending 50 feet southerly and that the City Traffic By-law 89-72 be amended accordingly.

(x) **No. 280 Hughson Street North Request for a Loading Zone**

The Committee was in receipt of a report dated 1995 January 10 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "No Parking, 8:00 a.m. to 5:00 p.m., Monday to Friday" regulation be implemented on the east side of Hughson Street North commencing at a point 53 feet south of Murray Street and extending to a point 21 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(y) **No. 183 Caroline Street North**
Request for a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1995 January 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "Permit Parking" regulation be implemented on the west side of Caroline Street North commencing at a point 60 feet north of the southerly end of the street (Central Neighbourhood Park) and extending to a point 20 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and,

(b) That the Director of Traffic Services be authorized to issue one parking permit to Mrs. Mary Rudaniecki, No. 183 Caroline Street North.

(z) **No. 39 Cheever Street**
Request to Remove a Wheelchair Loading Zone

The Committee was in receipt of a report dated 1995 January 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Wheelchair Loading Zone, 8:00 a.m. to 12:00 a.m. (midnight), seven days a week" regulation on the west side of Cheever Street which commences at a point 245 feet south of Birge Street and extends to a point 20 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(aa) **No. 20 Aikman Avenue**
Request to Remove a Reserved "Permit Parking" Space
for a Disabled Resident

The Committee was in receipt of a report dated 1995 January 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Permit Parking" regulation on the south side of Aikman Avenue commencing at a point 180 feet east of Wentworth Street South and extending to a point 31 feet easterly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(bb) **West Side of King's Forest Drive**

The Committee was in receipt of a report dated 1995 January 12 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the west side of Kings Forest Drive which commences at Nova Drive and extends to a point 88 feet northerly therefrom be shortened such that the regulation commences at Nova Drive and extends to a point 68 feet northerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

(cc) **East Side of Magnolia Drive, north of Leclaire Street**

The Committee was in receipt of a report dated 1995 January 13 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Taxi Stand, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Magnolia Drive commencing at a point 52 feet north of the north curb line of Leclaire Street and extending 20 feet northerly and that the City Traffic By-law 89-72 be amended accordingly.

(dd) **Aurora Street**

The Committee was in receipt of a report dated 1995 January 3 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the existing "30 Minute Parking Time Limit, 24 hours a day, seven days a week" regulation on the west side of Aurora Street which commences at a point 59 feet north of Charlton Avenue East and extends to a point 20 feet northerly therefrom be rescinded and replaced with the existing "Permit Parking" regulation which presently controls the remainder of the block; and,

(b) That the City Traffic By-law 89-72 be amended accordingly; and,

(c) That the Director of Traffic Services be authorized to issue one parking permit upon request to Mr. Pudjonas, No. 225 Charlton Avenue East.

(ee) **West Side of East 27th Street, South of Fennell Avenue East**

The Committee was in receipt of a report dated 1995 January 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., seven days a week" regulation on the west side of East 27th Street which commences at a point 136 feet south of Fennell Avenue and extends to the extended south curb line of Mackenzie Road be replaced by a "Three Hour Parking Time Limit, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation and that the City Traffic By-law 89-72 be amended accordingly.

ii. **Intersection Control**

Intersection of King's Forest Drive and Nova Drive

The Committee was in receipt of a report dated 1995 January 12 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That southbound traffic on Kings Forest Drive be required to stop for eastbound and westbound traffic on Nova Drive and that the City Traffic By-law 89-72 be amended accordingly.

iii. **Bus Stop Relocation**

(a) **Upper Gage Bus Route**

The Committee was in receipt of a report dated 1995 January 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That in accordance with the request by the Hamilton Street Railway Company the following bus stop be relocated:

Route #23 Upper Gage

Delete - Westbound -	Eaglewood Drive, north side, 33 feet east of the centre line of Eleanor Avenue (N/S); and,
Add - Northbound -	Eva Street, east side, 21 feet south of Eaglewood Drive (N/S).

(b) **Limeridge Bus Route**

The Committee was in receipt of a report dated 1995 January 11 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That in accordance with the request by the Hamilton Street Railway Company the following bus stop be relocated:

Route #45 Limeridge

Delete - Eastbound -	Limeridge Road East, south side, 617 feet east of Upper Wentworth Street (M/B); and
Add - Eastbound -	Limeridge Road East, south side, 276 feet west of the projected west curb line of Rockingham Drive (M/B).

(c) **Cannon Bus Route**

The Committee was in receipt of a report dated 1995 January 12 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That in accordance with the request by the Hamilton Street Railway Company the following bus stop be relocated:

Route #3 Cannon

Delete - Westbound -	Cannon Street, north side, 75 feet east of Balsam Avenue North (N/S); and
Add - Westbound -	Cannon Street, north side, 115 feet west of Balsam Avenue North (F/S).

(iv) **Supply and Delivery of Digital Solid-State Traffic Signal Controllers and Associated Hardware**

The Committee was in receipt of a report dated 1995 January 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Fortran Traffic Systems Ltd., Scarborough Ontario, for the supply and delivery of traffic signal controllers as and when required in 1995 by the Traffic Department, at the unit prices noted below, being the lowest bid received for items (a), (b), (d) and (e), in accordance with the specifications issued by Purchasing and Vendor's tender, and to be financed through Traffic Signals Materials Account No. 56152-75999, to a maximum expenditure of $200,000. exclusive of taxes.

(a)	36 circuit fully actuated solid state controllers	$6,879. each
(b)	24 circuit fully actuated solid state controllers	$5,983. each
(c)	12 circuit fully actuated solid state controllers	$5,690. each
(d)	communications modules	$ 579. each
(e)	portable data transfer units	$2,000. each

All prices noted are before the addition of applicable taxes.

(v) **Appointment of Parking Control Officers**

The Committee was in receipt of a report dated 1995 January 6 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That, in accordance with Section 15(1) of the Police Services Act, 1990, the following persons be appointed as Parking Control Officers:

Randy Bonany
Clive Reynolds
Ted Arthurs; and,

(b) That the following appointments as Parking Control Officers be repealed:

William London
Charles Corbin
Roy Rutherford

(vi) **Neighbourhood Watch Program - Kennedy West Neighbourhood**

The Committee was in receipt of a report dated 1995 January 4 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the Kennedy West Neighbourhood be designated as a Neighbourhood Watch Area; and,

(b) That Neighbourhood Watch signs for the Kennedy West Neighbourhood be erected and maintained by the City Traffic Department, as long as this neighbourhood maintains an active Neighbourhood Watch Program as determined by the Regional Police Department; and,

(c) That the necessary funds be charged to Account No. CH55301 75030 (Neighbourhood Watch Program).

C. DIRECTOR OF PUBLIC WORKS

Proposed Alteration of Munn Street between Upper Sherman Avenue and East 36th Street and East 36th Street between Queensdale Avenue and Munn Street

The Committee was in receipt of a report dated 1995 January 16 from the Director of Public Works respecting the subject matter.

The Committee approved the following recommendation:

That the proposed narrowing of Munn Street between Upper Sherman Avenue and East 36th Street and East 36th Street between Queensdale Avenue and Munn Street from the existing 12.2m to 8.5m be advertised by the City Clerk in accordance with Section 300 of the Municipal Act and the necessary alteration By-laws be prepared by the Director of Public Works.

D. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

Street Incorporation

The Committee was in receipt of a report dated 1995 January 13 from the Senior Director of Roads respecting the subject matter.

The Committee approved the following recommendation:

(a) That the following City lands be incorporated into the streets in order to complete the final street width or to provide access to newly registered subdivision developments:

Embassy Drive	Block 51	Plan 62M-652
	Block 34	Plan 62M-745
Artistic Boulevard	Block 9	Plan 62M-763
Appleblossom Drive	Parts 3 and 4	Plan 62R-12671
Dartnall Road	Parts 1 and 5	Plan 62R-9687
	Part 1	Plan 62R-9651; and,

(b) That the by-laws to carry out the incorporation of the said land into the foregoing streets be enacted by City Council; and,

(c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the by-laws.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1995 January 17 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the following information reports that were previously circulated to the Committee, be received:

Date	From	Subject	Date Distributed
1994 December 15	George G. Baker Hamilton Fire Department	Premier Waste Systems' Application to Amend Provisional Certificate of Approval No. 100210	1994 December 20

1994 December 2	The Board of Education for the City of Hamilton	The Board of Education's Representatives on the Standing Committees	1994 December 23
1994 December 20	Association of Ontario Good Road Superintendents	A.O.R.S. Newsletter	1994 December 23
1995 January 12	George G. Baker Hamilton Fire Department	Premier Waste Systems' Application to Amend Provisional Certificate of Approval No. 100210	1995 January 12
1994 December 7	Murray Main Director of Traffic Services	Advance Notice to Residents Prior to the Erection of New Time Limit Parking and Reserved Permit Parking Signs	1995 January 16
1994 December 15	Doug Lobo Director of Public Works	Tree Stump - 355 Bay Street South	1995 January 16
1995 January 5	Doug Lobo Director of Public Works	1995 Street Tree Tree Trimming Programme	1995 January 16
1994 December 15	Murray Main Director of Traffic Services	No. 28 Village Drive - Fence on City Road Allowance	1995 January 18

3. DIRECTOR OF PUBLIC WORKS

(a) Garbage Collection - Statutory Holidays

The Committee was in receipt of a report dated 1995 January 19 previously distributed to the Committee under separate cover from the Director of Public Works respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

That consideration be given in the 1995 Current Budget deliberations for the inclusion of an additional $50,000. into the Public Works Department, Sanitation Division Current Budget to provide residential curbside garbage collection for all statutory holidays, recognizing that Christmas Day and Boxing Day are not collected under our existing format.

Subsequently, the Committee directed the Director of Public Works to prepare an information report on the issues of what garbage collection on Statutory Holidays costs the City now, what it will cost for garbage collection on all Statutory Holidays and a plan to make it equitable across the City for non-pick-up days in order that all areas will be effected the same.

(b) Snow Removal in Assumed Alleyways

The Committee was in receipt of a report dated 1995 January 18 from the Director of Public Works and the City Solicitor respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

(a) That the Director of Public Works be instructed to remove the snow windrows from the entrances of assumed alleys to facilitate their use during winter months, recognizing that this new service is estimated to cost $62,550., and in 1995, based upon the winter conditions experienced to date, no funding increase will be required and should this service increase result in a pending overdraft in any future years, this matter will be returned to the Transport and Environment Committee for funding consideration; and;

(b) That the Director of Public Works continue with the current practice of compacting snow in assumed alleys by the use of heavy trucks driving down the alley, not plowing, and with the addition of salt/sand mixture during ice conditions, recognizing that this work will take place in a schedule that follows winter snow removal priorities of mountain accesses, regional roads, arterial roads, bus routes, bus stops, residential roads, crosswalks, schools, etc.

(c) **1995 - 2004 Provisional Capital Budget**
Streets Division/Local Roads Division - Public Works Department

The Committee was in receipt of a report dated 1995 January 16 from the Director of Public Works respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

That approval be given to the Commissioner of Transportation/Environmental Services to proceed with the tendering process for the 1995 Roadway and Sidewalk Reconstruction Program attached hereto as Appendix "A" (Project No. 85.0) up to a gross amount of $4,000,000. (net City cost of $3,000,000. after Ministry of Transportation Subsidy).

(d) **1995 - 2004 Provisional Capital Budget**
Fleet Services - Public Works Department

The Committee was in receipt of a report dated 1995 January 16 from the Director of Public Works respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

(a) That the capital projects from the Public Works Department - Fleet Services be considered for inclusion in the Ten Year 1995 - 2004 Provisional Capital Budget; and,

(b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

4. **DIRECTOR OF TRAFFIC SERVICES**

(a) **1995 - 2004 Provisional Capital Budget**

The Committee was in receipt of a report dated 1995 January 10 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That the capital projects from the Traffic Department be considered for inclusion in the Ten Year 1995 - 2004 Provisional Capital Budget; and,

(b) That these capital projects be reviewed by the Management Team (Capital Budget Sub-Committee) for consideration by the Committee of the Whole and City Council.

(b) **Intersection of Rowntree Drive and Rushdale Drive**

The Committee was in receipt of a report dated 1994 November 30 from the Director of Traffic Services respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Rowntree Drive and Rushdale Drive and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersections of Caroga Court and Morgan Road and Clifton Downs Road and Morgan Road - Intersection Control**

The Committee was in receipt of a report dated 1994 December 15 from the Director of Traffic Services respecting the subject matter.

Following discussion, the Committee approved the following amended recommendation:

That three-way stop control be implemented at the intersection of Caroga Court and Morgan Road and that the City Traffic By-law 89-72 be amended accordingly.

5. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

1995 - 2004 Provisional Capital Budget
Roads Department

The Committee was in receipt of a report dated 1995 January 13 from the Senior Director, Roads Department respecting the subject matter.

The Committee agreed that this item be tabled and that the Senior Director, Roads Department be present at the next meeting to answer any questions the Committee may have on the subject.

6. **CITY COUNCIL REFERRAL**

Transportation association of Canada
New Visions in Urban Transportation

The Committee was in receipt of correspondence dated 1994 December 28 from the Corporation of the City of Burlington respecting the subject matter.

The Committee agreed that the item be received.

7. **ALDERMAN D. AGOSTINO/ALDERMAN F. EISENBERGER**

Intersection of Fairway Drive and St. Andrews Drive

Alderman Agostino and Alderman Eisenberger addressed the Committee respecting the intersection of Fairway Drive and St. Andrews Drive.

Following discussion, the Committee approved the following recommendation:

That the northbound and southbound stop signs at the intersection of Fairway Drive and St. Andrews Drive be removed and that the City Traffic By-law 89-72 be amended accordingly.

8. OTHER BUSINESS

Environmental Appeal Board Hearing

The Committee was in receipt of an information report distributed under separate cover dated 1994 December 29 from the City Solicitor respecting the subject matter.

Following a brief discussion, the Committee directed that staff defend the City's position in the hearings in that the City does not support the use of aquatic weed herbicide.

9. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN HENRY MERLING, CHAIRMAN
TRANSPORT & ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1995 January 23

/mjw

2(80)(i)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 10

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Royal Avenue between Bowman Street and Stroud Road - Parking Regulations. [TEC-37-95]

RECOMMENDATION:

a) That a "No Parking" regulation be implemented on the north side of Royal Avenue between Bowman Street and Stroud Road; and

b) That the existing "No Parking" regulation on the south side of Royal Avenue between Bowman Street and Winston Place/Wilmont Court be shortened such that the regulation commences at Bowman Street and extends to a point 40 feet easterly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Tracy Bellamy, a representative of Ontario Hydro, that a "No Parking" regulation be implemented on the north side of Royal between Wilmont/Winston and Stroud to facilitate snow removal operations on the sidewalk. Staff has also received a request from Mr. Robbins, No. 149 Bowman Street, that

the existing "No Parking" regulation be switched from the south side to the north side of Royal between Bowman and Winston/Wilmont. Staff has contacted one additional resident whose property abuts Royal in this block and she has indicated support for switching the parking prohibition from the south side to the north side of the street in this block.

Royal has a 28 foot pavement width, and presently, there is unrestricted parking on both sides of the street in the block between Winston/Wilmont and Stroud. There is a "No Parking" regulation on the south side and unrestricted parking on the north side in the block between Bowman and Winston/Wilmont. Ontario Hydro property abuts Royal on one side of the street in the two blocks between Bowman and Stroud. There are only three residential properties which abut Royal within these two blocks. Mr. Bellamy has expressed concern that vehicles parked on the north side of the street in the area of the Hydro right-of-way in the block between Winston/Wilmont and Stroud obstruct their snow removal operations on the north sidewalk in this area. Mr. Robbins also expressed concern regarding noise associated with non-residents who park their vehicles on the street in this area.

The implementation of the requested regulations would result in the loss of eight on-street parking spaces. It would be necessary to maintain a 40 foot section of a "No Parking" regulation on the south side of Royal immediately east of Bowman to facilitate through traffic past the jog in parking between the two blocks from Broadway to Winston/Wilmont. There would be unrestricted parking available on the south side of the street in the two blocks between Bowman and Stroud. However, virtually all area residents have available off-street parking. Therefore, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

MT/CVB/kg


MAIN
H/S-74
DE
C/S-720
C/S-815
ROYAL AVENUE
BAXTER STREET
CHEDOKE
EXPI
C
A
J
G
H

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 19

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Park Street North between York Boulevard and Vine Street - Parking Regulations. [TEC-55-95]

RECOMMENDATION:

That the existing "No Parking" regulation on the east side and the existing metered parking on the west side of Park Street North between York Boulevard and Vine Street be switched to the opposite sides of the street in this block and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost to switch the parking meters and parking regulations. However, there would be some revenue generated with the installation of additional parking meters in this area.

BACKGROUND:

The Traffic Department has received a request from a representative of the Philpott Memorial Church, No. 84 York Boulevard, that the parking meters be switched from the west to the east side and that the existing "No Parking" regulation be switched from the east side to the west side of Park Street North between York Boulevard and Vine Street since vehicles parked in front of the church interfere with the assembly of wedding and funeral processions.

Park has a 34 foot pavement width, and presently, there are six parking meters on the west side and a "No Parking" regulation on the east side of the street in this block. The land use on the east side of Park consists of one commercial property, G.S. Dunn and Co., No. 80 Park Street North and a private parking lot. Staff has contacted Mr. Wayne Farrell of G.S. Dunn and Co., and he has stated that he supports switching the parking meters from the west side to the east side of the street directly in front of his business. The implementation of this request would result in the provision of additional parking meters in this block for customers of area businesses, and would facilitate traffic since parking in the block to the north is already on the east side. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg


STUART STREET
BARTON STREET WEST
WINDSOR STREET
COLBOURNE STREET
MURRAY ST
MULBERRY STREET
CANNON STREET WEST
VINE STREET
MARKET STREET
KING STREET WEST
MAIN STREET WEST
NAPIER STREET
YORK BOULEVARD
PETER STREET
MCNEIL ST
HILL STREET
SHEAFFE STREET
QUEEN STREET NORTH
QUEEN STREET SOUTH
JAMES STREET NORTH
JAMES ST S
BAY STREET
HESS STREET
CAROLINE STREET
MACNAB PARK
JJ/S-450
H/S-745
H/S-771
H/S-731
H/S-523
H/S-1168
CR-3/S-871
CR-3/S-481
CR-3/S-777b
CR-3/S-777a
CR-3
E-3
E-3/S-545
I/S-532
HI/S-1003
HI
G-3/S-277
O/S-901
O/S-899
S-456
E/S-206

2(BXi)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 19

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: East Side of Barons Avenue North - Parking Regulations. [TEC-58-95]

RECOMMENDATION:

That the existing "No Parking - Loading Zone" on the east side of Barons Avenue North which commences 16 feet south of Britannia Avenue and extends to a point 20 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Cooke, 75 Barons Avenue North, that the existing "No Parking - Loading Zone" on the east side of Barons adjacent to Marco's Variety, No. 340 Britannia Avenue, be removed since the variety store is now out of business and the loading zone is no longer required.

Barons has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation on the street in this area. Staff has contacted a representative of Marco's Variety and she has stated that her husband's store has closed and that the loading zone is no longer required. Therefore, it would be appropriate to remove the loading zone and the Traffic Department concurs with the request.

The removal of the loading zone would restore one on-street parking space which would be controlled by the existing "Alternate Side Parking" regulation.

MT/CVB/kg


MS-837
G-3
CANNON STREET EAST
MAIN STREET
EAST
BARTON STREET
STRATHEARNE AVENUE
PALING COURT
CRESCENT
ROAD
AVENUE
STREET
SOUTH
NORTH
CROSTHWAITE
GARSIDE
CAMERON
BARONS
COPE
TRAGINA
WEIR
FAIRFIELD
DUNSMURE
ROXBOROUGH
BRITANNIA
ARCHIBALD
HARMONY
ALLAN
MAPLE
H-S-1-16
H.E.P.C.
73
74
75
96

26(B)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 20

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 101 East 24th Street - Parking Regulations. [TEC-60-95]

RECOMMENDATION:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East 24th Street, which commences at Crockett Street and extends to the south property line of No. 101 East 24th Street be revised such that the regulation extends to the north property line of No. 101 East 24th Street, and that the City Traffic By-law be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of relocating the subject sign.

BACKGROUND:

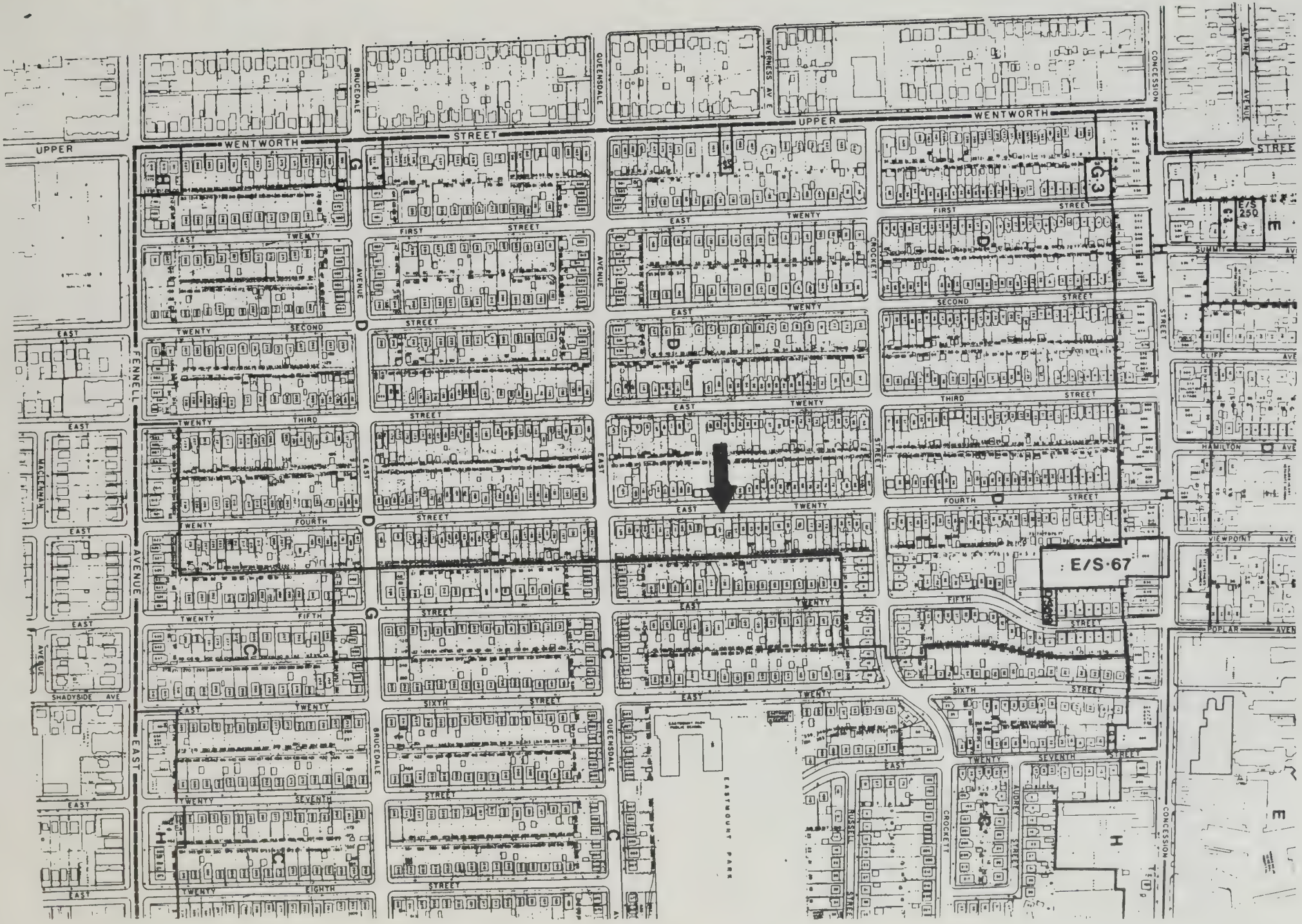
The Traffic Department has received a request from Mrs. Bendo, 101 East 24th Street, that the recently implemented "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation be removed from in front of her home, in order to provide unrestricted parking for her visitors.

East 24th Street has a 28 foot pavement width, and presently, there is a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area. Mrs. Bendo was opposed to the subject time limit regulation when the petition

was circulated, and therefore, it would be appropriate to revise the by-law and to relocate the subject sign to the north property line of Mrs. Bendo's property.

The relocation of the subject sign will restore one unrestricted parking space.

CVB/MH/ca


UPPER
WENTWORTH
STREET
BRUCEDALE
QUEENSDALE
INVERNESS AV E
CONCESSION
FIRST
SECOND
THIRD
FOURTH
FIFTH
SIXTH
SEVENTH
EIGHTH
EAST
TWENTY
AVENUE
FENNELL
MACNAUGHTAN
SHADYSIDE AVE
CROCKETT
STREET
SUMMIT AVE
CLIFF AVE
HAMILTON AVE
VIEWPOINT AVE
POPLAR AVE
E/S·67
E/S 250
EASTMOUNT PARK
RUSSELL
AUDREY
G-3
B
C
D
E
G
H

2(b)(i)(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 26

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: South Side of Homewood Avenue, west of Dundurn Street South - Request to Remove a Commercial Vehicle Loading Zone. [TEC-38-95]

RECOMMENDATION:

That the existing "Commercial Vehicle Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Homewood Avenue commencing at a point 90 feet west of Dundurn Street South and extending to a point 47 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

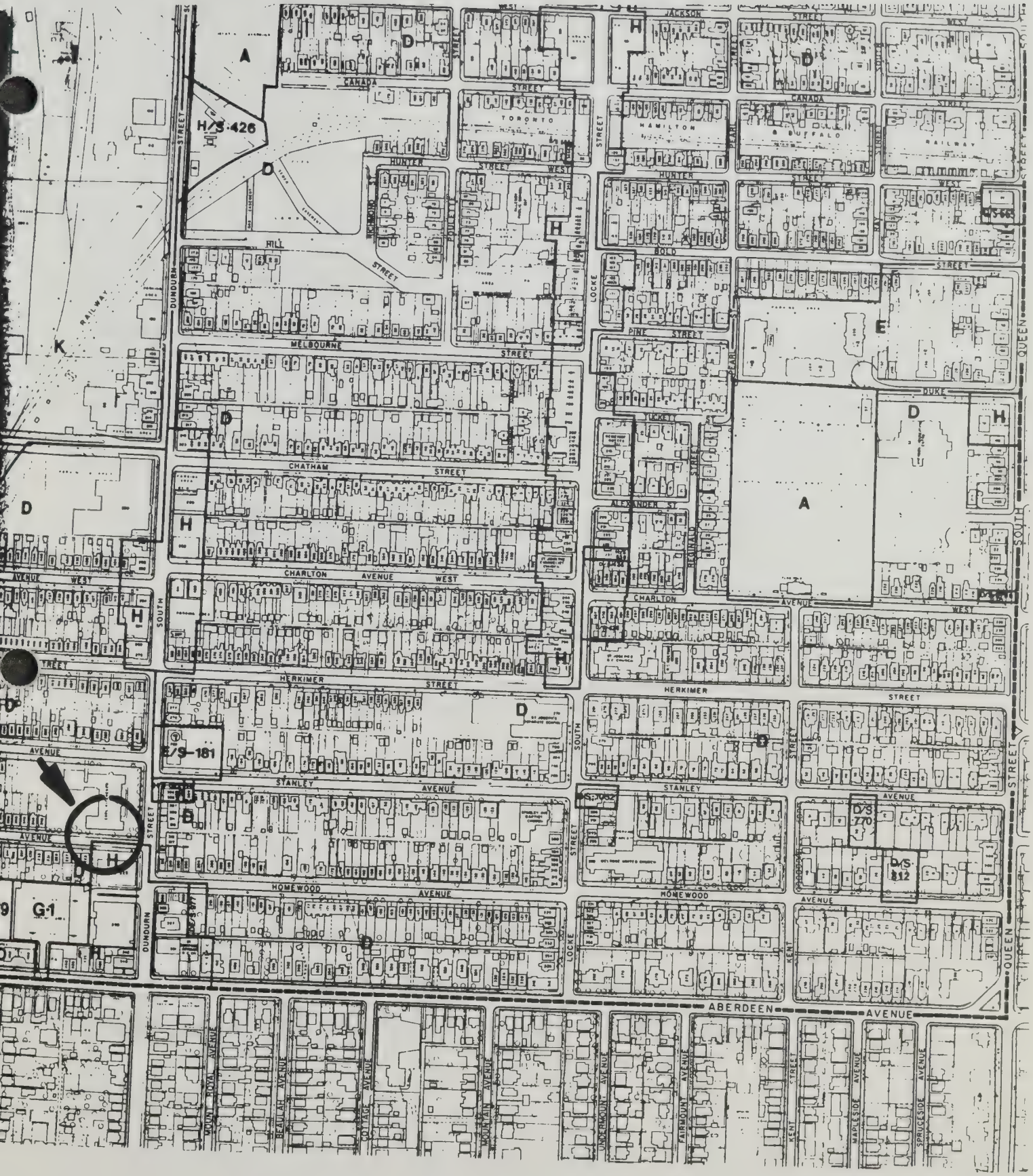
Staff has identified an unused "Commercial Vehicle Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Homewood Avenue adjacent to Ash Temple Ltd., No. 318 Dundurn Street South.

Homewood has a 24 foot pavement width, and presently, there is a "No Stopping" regulation on the north side adjacent to Earl Kitchener School as well as the subject loading zone adjacent to No. 318 Dundurn Street South. The remainder of the street is controlled by an existing "Alternate Side Parking" regulation.

In 1985, City Council approved a request from a representative of Ash Temple Ltd., that the subject regulation be implemented on the south side of Homewood Avenue adjacent to this business to provide a loading zone for their deliveries since parents of children attending Earl Kitchener School frequently stopped their vehicles in this area. Staff has contacted a representative of Ash Temple Ltd., who stated that the business moved in May of 1994. Therefore, it would be appropriate to remove the subject signs.

The implementation of this request would provide two on-street parking spaces on the south side which would be controlled by the existing "Alternate Side Parking" regulation in this area.

MT/CVB/kg



135	127	21
136	92	41
26	93	41

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HAMILTON

KIRKENDALL NORTH

ZONING

Neighbourhood Boundar

2(B)(i)(f)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 19

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: West Side of East 23rd Street, south of Fennell Avenue East - Request for an additional parking meter. [TEC-56-95]

RECOMMENDATION:

That the City Traffic By-law 89-72 be amended to allow for the installation of one additional parking meter on the west side of East 23rd Street immediately south of Fennell Avenue East.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost to install and maintain the requested parking meter. However, there would be some revenue generated with the installation of an additional parking meter.

BACKGROUND:

The Traffic Department has received a request from Mr. Gord MacKie, of Brewer's Place, No. 600 Fennell Avenue East, that an additional parking meter be installed on the west side of East 23rd Street adjacent to his business since there is a shortage of on-street customer parking due to long-term non-resident parking in this area.

East 23rd has a 28 foot pavement width, and presently, there are two parking meters on the west side and a section of "No Stopping" regulation on the east side of the street immediately south of Fennell. Parking on the remainder of the street in this block is unrestricted on both sides. The land use on East 23rd is primarily that of residential properties except for the above-noted commercial property. The implementation of the requested regulation would result in the loss of one unrestricted long-term parking space but it would provide short-term parking turnover for customers of area businesses. Therefore, since virtually all area residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

MT/CVB/kg

FENNELL AVENUE EAST
G-1/S 397
MACLENNAN AVENUE
CS-75
D/S-432
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
GARDEN CRESCENT
FRANKLIN ROAD
D'ARCY COURT
BURKHOLDER DRIVE
THOMSON CT
IMELDA CT
HELGA CT
INDIAN CRESCENT
ABBOT DR
ABBOT COURT
GILDEA STREET
SEELEY AVENUE
MOHAWK ROAD
SHERMAN AVENUE
MACKENZIE ROAD
HALAM AVENUE
SHADYSIDE
CHERYL
MACASSA
CAMEO
CARMEN
DE-2
G-1
D/S 432

2(a)(i)(g)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 27

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: School Bus Loading Zone on Springside Drive adjacent to Ryckman's Corners School. [TEC-66-95]

RECOMMENDATION:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Springside Drive be extended 40 feet northerly such that it commences 800 feet south of the south curb line of Lister Avenue and extends 90 feet southerly and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

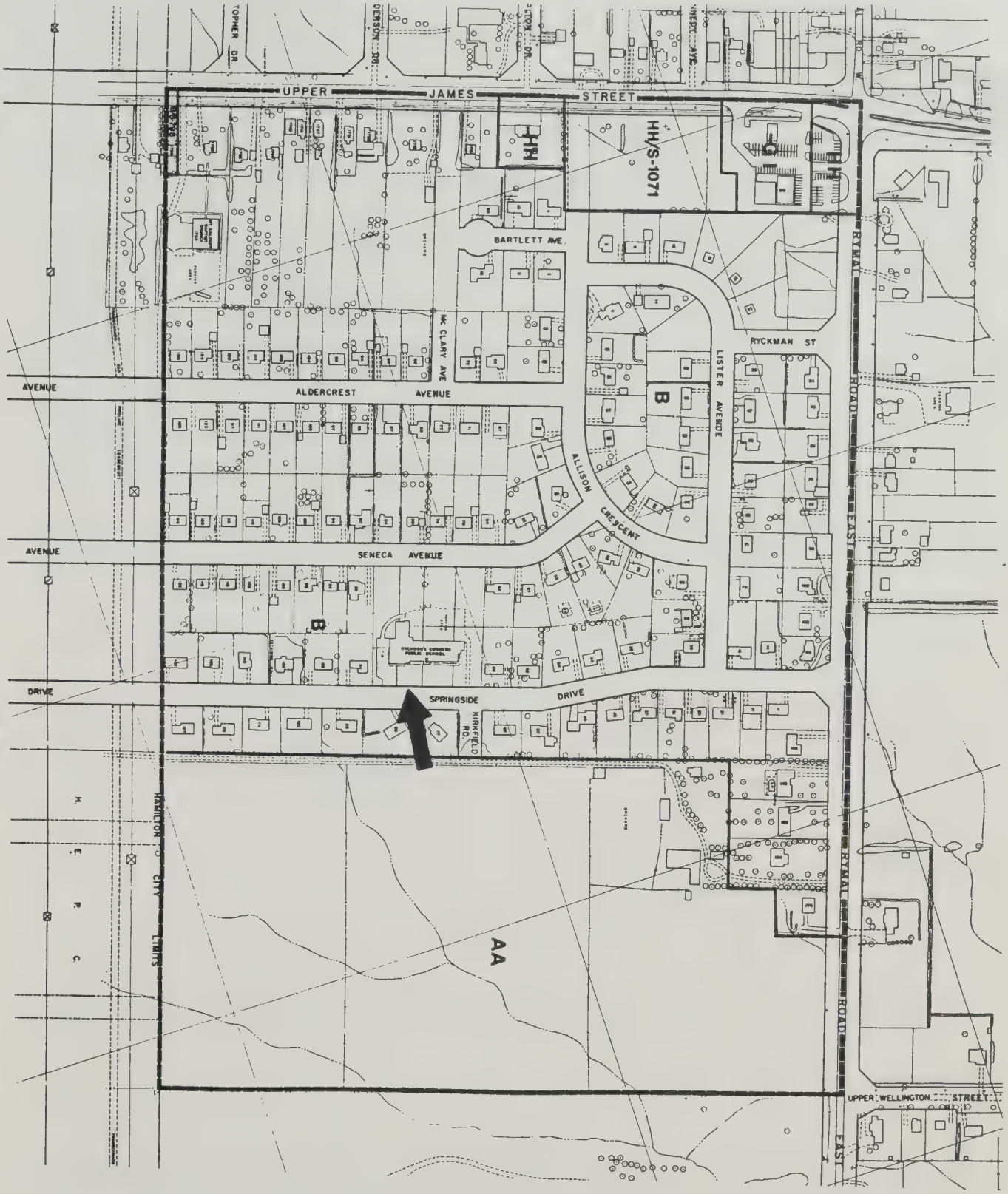
BACKGROUND:

The Board of Education for the City of Hamilton has requested that the existing School Bus Loading Zone located on the west side of Springside Drive adjacent to Red Hill School be extended to accommodate an additional school bus.

In 1983 City Council approved the existing School Bus Loading Zone to accommodate one bus. Traffic Department staff have contacted Mr. D. Steele, the Principal of the school respecting this matter. Since September, the school has had an additional bus servicing the school due to residential growth in the area. The principal has suggested that the existing School Bus Loading Zone be extended to accommodate this additional bus.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Springside Drive in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Springside Drive, the Traffic Department concurs with the request.

ERA/MH/kg


UPPER JAMES STREET
HH
HH/S-1071
BARTLETT AVE.
MC CLARY AVE
ALDERCREST AVENUE
AVENUE
SENECA AVENUE
AVENUE
ALLISON CRESCENT
LISTER AVENUE
RYCKMAN ST
RYMAL ROAD EAST
B
B
SPRINGSIDE DRIVE
DRIVE
KIRKFIELD RD.
HAMILTON CITY LIMITS
AA
RYMAL ROAD EAST
UPPER WELLINGTON STREET

26(B)(i)(h)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 27

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: School Bus Loading Zone on Albright Road adjacent to Red Hill School. [TEC-67-95]

RECOMMENDATION:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Albright Road commencing at a point 379 feet west of the west curb line of Mt. Albion Road and extending 25 feet westerly and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

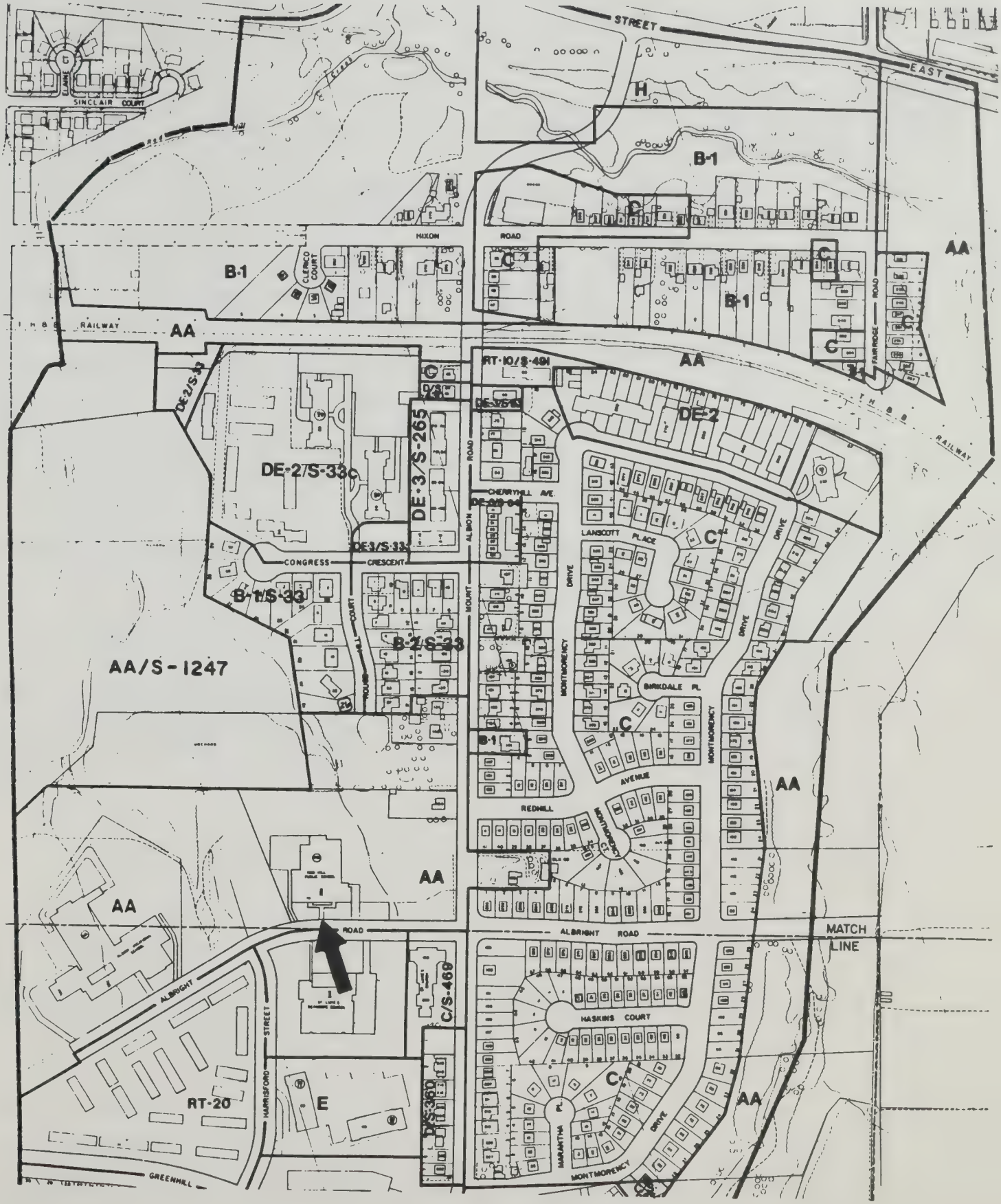
BACKGROUND:

The Board of Education for the City of Hamilton has requested that a School Bus Loading Zone be provided on Albright Road to service buses at Red Hill School. Traffic Department staff have contacted Mr. D. Pyke, the Principal of the school respecting this matter.

This school does not currently have any on-street school bus loading facilities. In consultation with the Principal, it was decided that sufficient space should be allocated for one bus.

There is presently a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the north side of Albright Road in this area, thus there will be no impact on the neighbouring residential properties. Typically, much of the curb side activity is used by private vehicles picking up and dropping off children. Although school buses are permitted to stop to load and unload children in the existing "No Parking" area, the Ontario Highway Traffic Act requires that the red signal lights on a school bus must be flashing, and vehicular traffic must stop in both directions while the loading and unloading of children is taking place, except at a designated school bus loading zone. Therefore, in order to allow vehicular traffic to proceed while the loading and unloading of school children is taking place on Albright Road, the Traffic Department concurs with the request.

ERA/MH/kg


STREET
EAST
H
B-1
C
AA
SINCLAIR COURT
MIXON ROAD
CLERCO COURT
B-1
C
AA
RAILWAY
AA
RT-10/S-491
DE-2/S-33
DE-2
DE-2/S-330
DE-3/S-265
CHERRYHILL AVE.
DE-2/S-64
ALBION ROAD
LANSCOTT PLACE
C
DRIVE
DE-3/S-33
CONGRESS CRESCENT
B-1/S-33
MONTMORENCY DRIVE
B-2/S-33
AA/S-1247
BARKDALE PL.
C
B-1
AVENUE
REDHILL
AA
AA
ALBRIGHT ROAD
MATCH LINE
C/S-460
HASKINS COURT
C
AA
RT-20
E
DE-360
MARANTHA PL.
MONTMORENCY DRIVE
GREENHILL

2(BXi)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 23

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Mountwood Avenue, south of Louisa Avenue - Parking Regulations. [TEC-62-95]

RECOMMENDATION:

That the existing "No Parking" regulation on the east side of Mountwood Avenue which commences at a point 54 feet south of Louisa Avenue and extends to a point 73 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

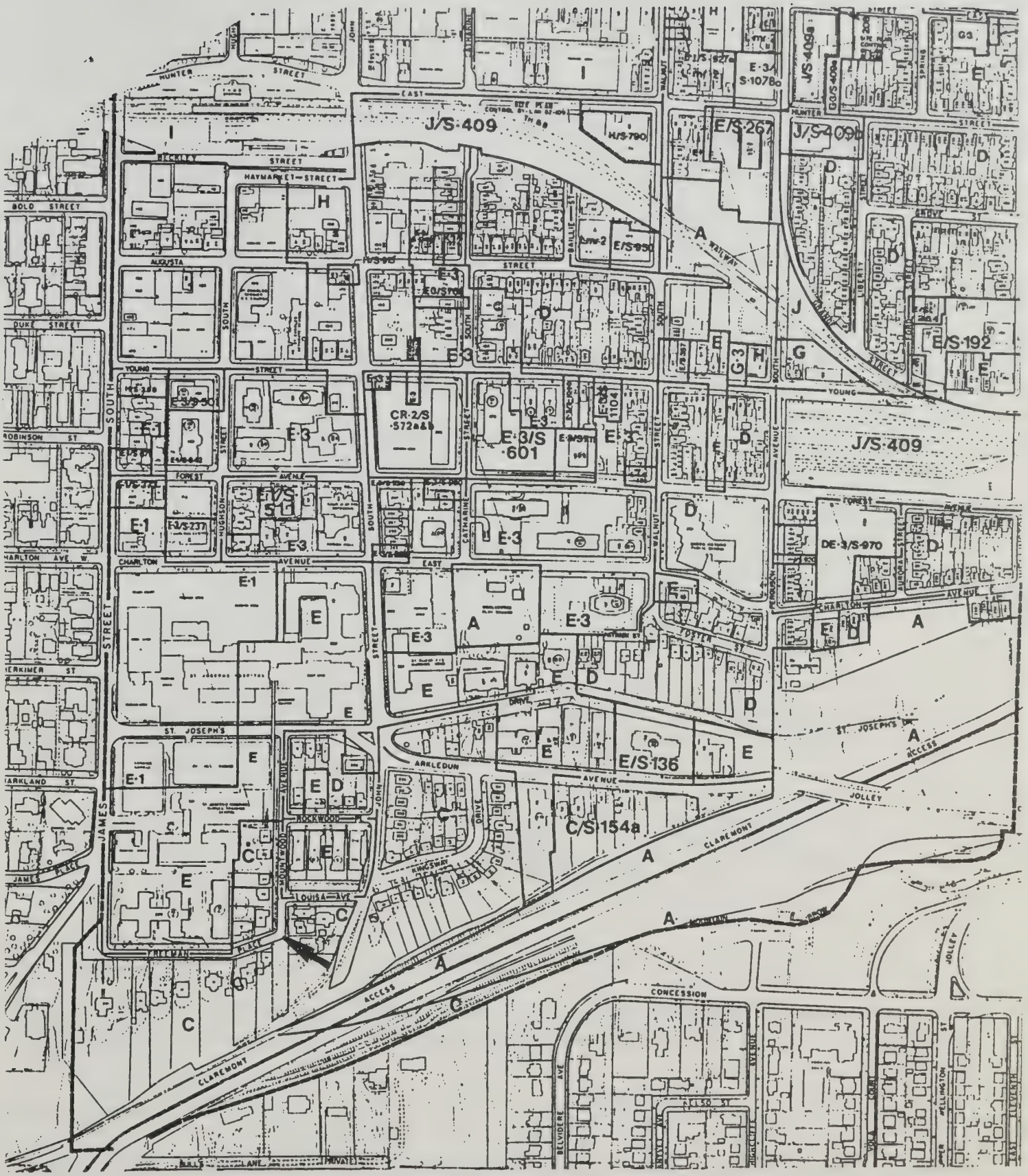
BACKGROUND:

Traffic and Public Works Department staff have met to discuss the necessity of the existing "No Parking" regulation on the east side of Mountwood Avenue, south of Louisa Avenue. Staff has also received objections to the subject "No Parking" regulation from the three abutting residents.

Mountwood Avenue has a 22 foot pavement width, and presently, there is a "No Parking" regulation on both sides of the street in this block except for a 54 foot section of unrestricted parking on the east side of the street immediately south of Louisa.

Public Works staff have advised that the regulation is not essential to their operations and due to objections by abutting residents have no objection to removing the "No Parking" signs. However, it is necessary to erect a 25 foot section of a "No Stopping" regulation under a general provision of the Traffic By-law, on the east side of Mountwood immediately south of Louisa to facilitate turning movements at the intersection. The result will be the restoration of one on-street parking space.

MT/CVB/kg



All Lands Within This Neighbourhood Is Subject To Site Plan Control By-law No. 90-285.

2(b)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 24

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 1 Young Street - Request for a Wheelchair Loading Zone. [TEC-63-95]

RECOMMENDATION:

That a "Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Young Street commencing at a point 71 feet east of James Street South and extending to a point 28 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

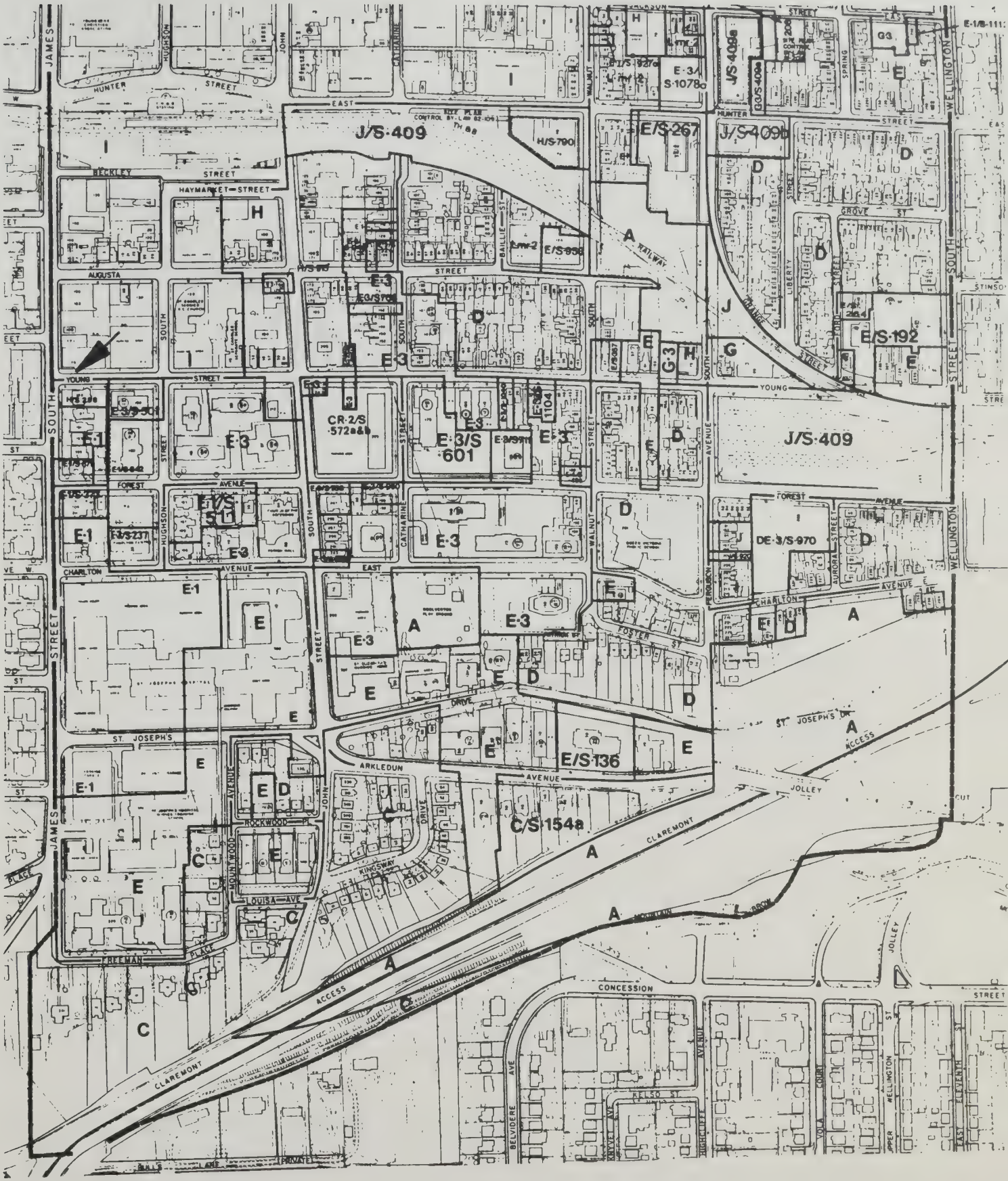
BACKGROUND:

The Traffic Department has received a request from Margaret Reid, Caretaker at the Medical Arts Building, No. 1 Young Street, that a "Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of the street directly in front of the Medical Arts Building, to accommodate Darts vehicles.

Young has a 35 foot pavement width, and presently, there is a "No Parking" regulation and a "No Stopping, 4:00 p.m. to 6:00 p.m., Monday to Friday" regulation on both sides of the street in this area as well as "No Stopping" signal clearances on both sides immediately east of James. The requested regulation would not result in the loss of on-street parking spaces since this area is presently signed with a "No Parking" regulation.

All vehicles, including Darts vehicles, are permitted to load and unload in any "No Parking" area. However, because this area is frequently occupied by private vehicles it would be appropriate to reserve a loading area at the front door of the building exclusively for loading and unloading disabled passengers. Therefore, staff concurs with the request.

MT/CVB/kg


JAMES
HUNTER
STREET
HUGHSON
JOHN
CATHARINE
WALNUT
WELLINGTON
SPRING
GROVE
STINSON
EAST
BECKLEY
HAYMARKET
BAILLIE
LIBERTY
AUGUSTA
YOUNG
FOREST
AVENUE
CHARLTON
FOSTER
PERCIVAL
AURORA
ARKLEDUN
DRIVE
ROCKWOOD
PL.
MOUNTWOOD
LOUISA
AVE.
FREEMAN
PLACE
KINGSWAY
CRESCENT
ST. JOSEPH'S
ACCESS
JOLLEY
CUT
CLAREMONT
CONCESSION
BELVIDERE
AVE
KELSO
ST
COURT
ELEVENTH
RAILWAY
J/S-409
H/S-790
E/S-267
J/S-409b
E/S-192
CR-2/S-572a&b
E-3/S-601
DE-3/S-970
E/S-136
C/S-154a
E-3/S-970
E/S-227
E/S-838
J/S-409a
E-3/S-1078a
G3/S-409a
E-1/B-111
All Lands Within This Neighbourhood Is Subject To Site Plan Control By-law No. 90-285.

2(B)(ii)(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 5

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Southerly Portion of the Falkirk East Neighbourhood - Intersection Control. [TEC-25-95]

RECOMMENDATION:

a) That eastbound traffic on Benvenuto Crescent (north leg) be required to stop for northbound and southbound traffic on Claudette Gate; and

b) That eastbound traffic on Philomena Drive be required to stop for northbound and southbound traffic on Alfrin Court; and

c) That eastbound traffic on Danson Drive be required to stop for northbound and southbound traffic on Spadara Drive; and

d) That westbound traffic on Danson Drive be required to stop for northbound and southbound traffic on Donnici Drive; and

e) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

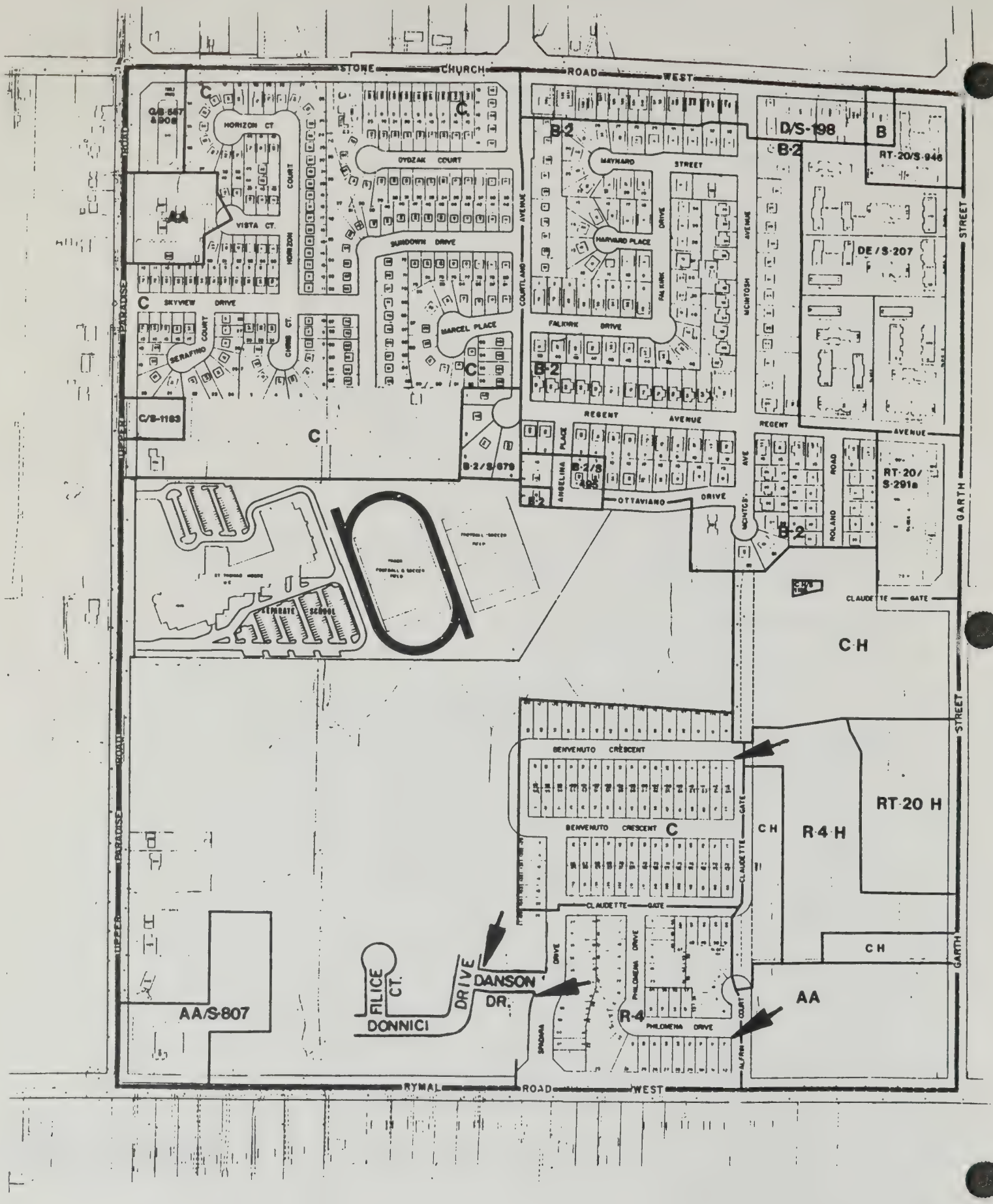
The Traffic Department has received a request from Mrs. Jody Brown, No. 3 Benvenuto Crescent, that stop control be implemented at the intersection of Benvenuto (north leg) and Claudette. The Traffic Department has reviewed this request as well as the stop control within the remainder of the southerly portion of the Falkirk East Neighbourhood and has the following report.

Staff has identified the following additional "T" type intersections where presently there are no intersection control signs:

- Alfrin Court and Philomena Drive
- Danson Drive and Spadara Drive
- Danson Drive and Donnici Drive.

The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with Mrs. Brown's request and also recommends stopping traffic on the stems of the "T" intersections mentioned above.

MT/CVB/kg


STONE CHURCH ROAD WEST
HORIZON CT.
COURT
OYDZAK COURT
VISTA CT.
SUNDOWN DRIVE
SKYVIEW DRIVE
SERAFINO COURT
CHRIS CT.
MARCEL PLACE
C/S-1163
B-2/S-879
B-2
MAYNARD STREET
MAYNARD PLACE
DRIVE
FALKIRK
FALKIRK DRIVE
COURTLAND AVENUE
MCINTOSH AVENUE
REGENT AVENUE
PLACE
ANGELINA
B-2/S-895
OTTAVIANO DRIVE
ROLAND ROAD
D/S-198
RT-20/S-948
DE/S-207
RT-20/S-291a
GARTH STREET
CLAUDETTE GATE
C H
BENVENUTO CRESCENT
RT-20 H
R-4-H
PHILOMENA DRIVE
FILICE CT.
DRIVE
DANSON DR.
DONNICI
AA/S-807
R-4
AA
SANDRA
ALFAN COURT
RYMAL ROAD WEST
PARADISE ROAD
UPPER

26(b)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 19

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersections of Garden Crescent (north and south legs) and East 24th Street - Intersection Control. [TEC-59-95]

RECOMMENDATION:

That eastbound traffic on both the north and south legs of Garden Crescent be required to stop for northbound and southbound traffic on East 24th Street and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

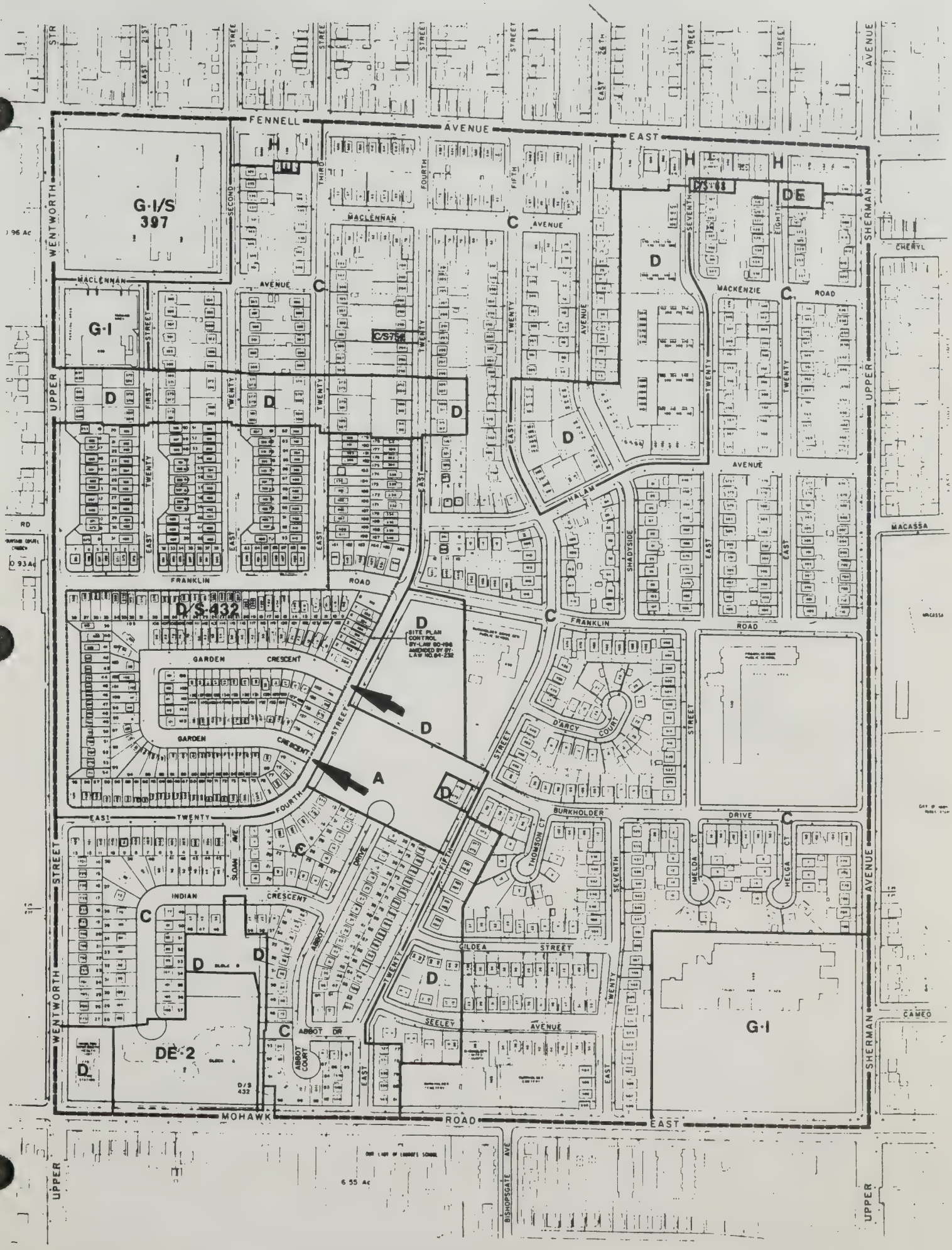
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Frank Ippolito, 43 Indian Crescent, that stop control be implemented at the intersections of Garden Crescent (north and south legs) and East 24th Street.

Both of these intersections are "T" type intersections, and presently, there are no intersection control signs at either location. The Traffic Department supports the principle of stopping one direction of traffic at "T" type intersections, in lieu of the otherwise applicable "right hand rule", which may not be clearly understood by all motorists. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg


FENNELL AVENUE EAST
G-I/S 397
MACLENNAN AVENUE
G-I
D/S 432
GARDEN CRESCENT
SITE PLAN CONTROL BY-LAW 80-196 AMENDED BY BY-LAW NO. 84-232
FRANKLIN ROAD
D'ARCY COURT
MACKENZIE ROAD
HALAM AVENUE
SHADYSIDE
MACASSA
CHERYL
CAMEO
BURKHOLDER DRIVE
THOMSON CT
IMELDA CT
HELGA CT
GILDEA STREET
SEELEY AVENUE
ABBOT DR
ABBOT COURT
INDIAN CRESCENT
DE-2
MOHAWK ROAD EAST
WENTWORTH STREET
SHERMAN AVENUE
UPPER
BISHOPSGATE AVE
FIRST
SECOND
THIRD
FOURTH
FIFTH
SEVENTH
EIGHTH
TWENTY
EAST

2(8)(i)(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 23

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Intersection of Acadia Drive and Butler Drive - Intersection Control. [TEC-61-95]

RECOMMENDATION:

That all-way stop control be implemented at the intersection of Acadia Drive and Butler Drive and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

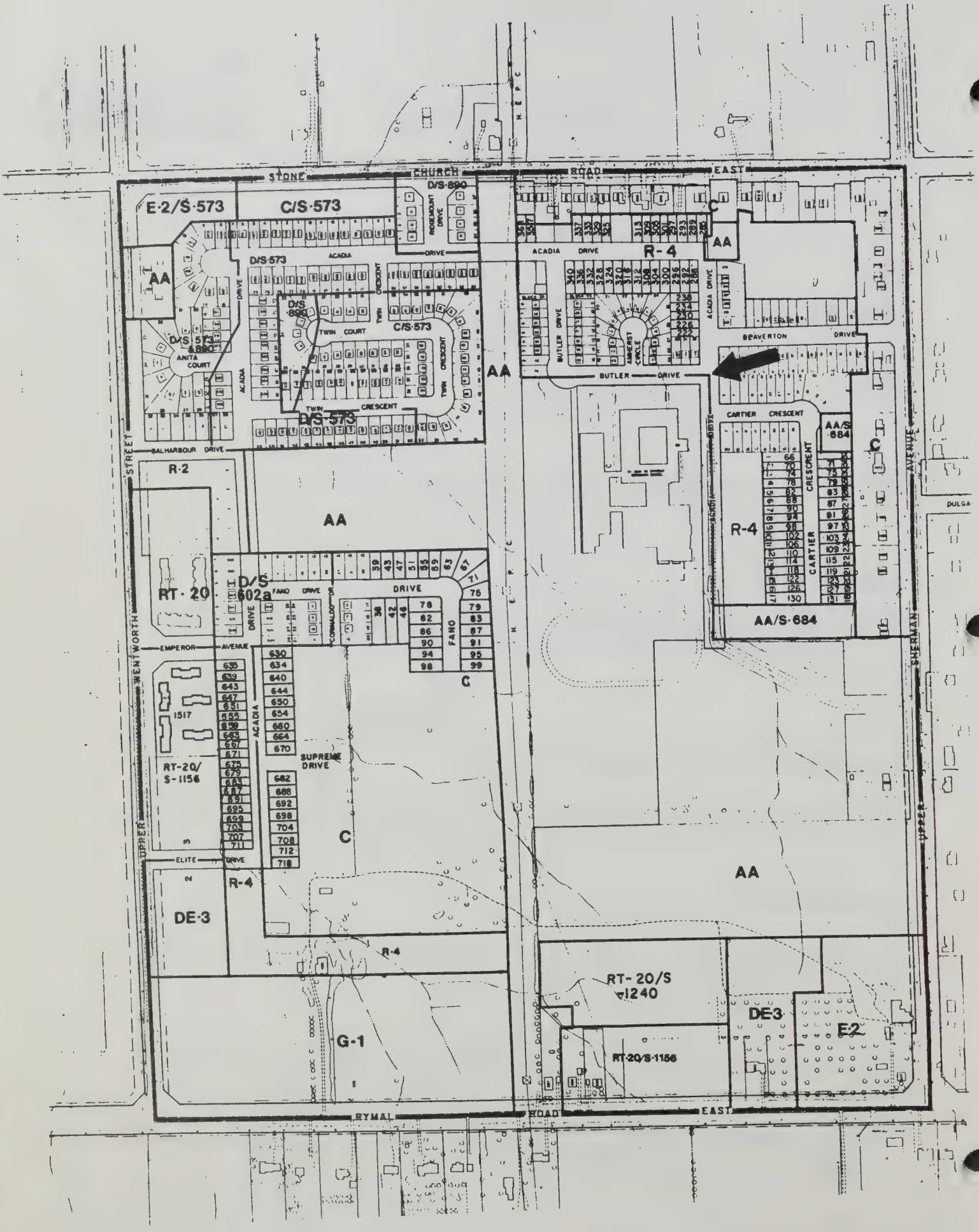
Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Alderman Henry Merling and Alderman Terry Anderson to investigate the need for all-way stop control on Acadia Drive in the vicinity of St. Jean de Brebeuf School.

The Traffic Department has reviewed this request and has concluded that the intersection of Acadia and Butler is suitable for all-way stop control. The location is a "T" type intersection currently controlled by an eastbound stop sign on Butler and meets at least one of the Department's criteria for the use of all-way stop control due to the close proximity of the intersection to the school. Therefore, the Traffic Department recommends that northbound and southbound traffic on Acadia be required to stop at Butler.

ERA/MH/kg


STONE CHURCH ROAD EAST
E-2/S-573
C/S-573
D/S-890
D/S-573
AA
R-4
ACADIA DRIVE
BEAVERTON DRIVE
BUTLER DRIVE
CARTIER CRESCENT
AA/S-684
C
R-2
RT-20
D/S-602a
EMPEROR AVENUE
SUPREME DRIVE
RT-20/S-1156
1517
R-4
DE-3
G-1
RT-20/S-1240
E-2
RYMAL ROAD EAST
WENTWORTH STREET
SHERMAN AVENUE
DULGA
H E P C

CITY OF HAMILTON

-RECOMMENDATION-

26(xi)

DATE: 1995 January 26
S715-33, M.P. Sabelli

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E.M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: **1995 Servicing Expenditures Related to Subdivisions (R-95-04)**

RECOMMENDATION:

a i) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in;

" ORCHARD PARK ESTATES - PHASE 4 ", Hamilton

City's Share **$ 18,843.00** Owner's Share - **$ 179,804.00**

ii) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of **" Orchard Park Estates - Phase 4 "**, Hamilton as well as any other related documents required for this development subject to the approval of the City Solicitor.

iii) That approval of the above noted clauses be subject to the condition that no work be commenced until the final plans and subdivision agreements have been registered.

iv) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing.

v) That the City's share of services in " Orchard Park Estates - Phase 4 ", Hamilton ($18,843.00) be approved and that the Finance and Administration Committee recommend the source of funding.

Ted Gill

E.M. Gill, P. Eng.

Cont'd....

1995 Servicing Expenditures Related to Subdivisions (R-95-04)

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The total estimated cost of the City's share of services to be approved for " Orchard Park Estates - Phase 4 " is $18,843.00.

A portion of the City's share ($9,778.00) is associated with the extra depth asphalt required on Brigadoon Drive. Another portion of the City's share ($5116.00) is for a ditch inlet chamber required within the adjacent City parklands. A final portion of the City's share ($3,949.00) is for fencing required along the portion of the development which abuts the adjacent City park.

All costs have been calculated in accordance with current City cost sharing policies and there will be no recovery of the City's share in the future.

BACKGROUND:

On 1989 July 25 City Council in adopting Item 2 of the Planning and Development Committee Report 13-89 approved the proposed draft plan for " Orchard Park Estates " under the condition that the Owner (Starward Homes Limited) enter into a subdivision agreement with the City. " Orchard Park Estates - Phase 4 " is the final phase of the original approved draft plan.

" Orchard Park Estates - Phase 4 " will result in the creation of twenty-three (23) single-family residential lots and the extension of Brigadoon Drive. An estimate of costs for the subdivision has been calculated in accordance with current City cost sharing policies and it was determined that there will be a City share of $18,843.00 as discussed in the Financial Section of this report.

The lands of " Orchard Park Estates - Phase 4 " are located west of West Fifth Street and north of Stone Church Road West in the Gourley Planning Neighbourhood.

MPS
MP

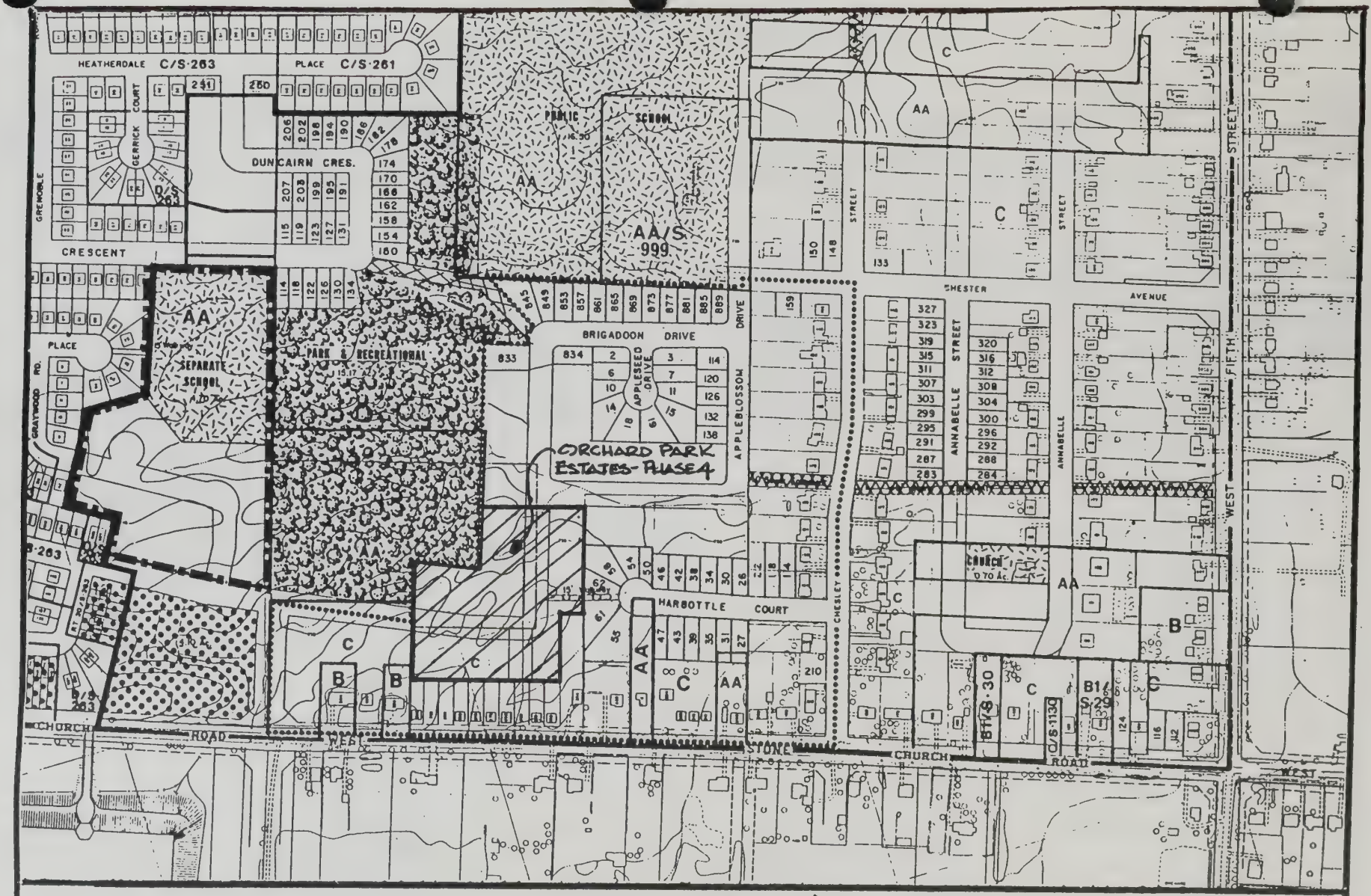
cc: A. C. Ross, City Treasury Department, Att: N. Adhya
cc: Councillor D. Ross, Chairman, Finance and Administration Committee
cc: S. Reeder, Secretary, Finance and Administration Committee

1995 SUBDIVISION EXPENDITURE SUMMARY

Name of: – SUBDIVISION – DEVELOPER – CONSULTANT – SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
-"ORCHARD PARK ESTATES PHASE 4"	24 LOTS HAMILTON	COUNCIL 89-07-25	Catch Basins & Connections	$0.00	$5,116.00			
-STARWARD HOMES LIMITED		P&D REPORT	Curbs & Sidewalks	$0.00	$0.00			
-A.J. CLARKE & ASSOCIATES LTD.		13-89	Finished Roads	$0.00	$9,778.00			
-B.J. CLARKE, O.L.S.		ITEM NO. 2	Sewers & Watermains	$0.00	$0.00			
-FILE NO. S715-33 (M.P. SABELLI)			Seeding/Sodding	$0.00	$0.00			
			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$3,949.00	$18,843.00	$179,804.00	$198,647.00
TOTALS:				$0.00	$18,843.00	$18,843.00	$179,804.00	$198,647.00

Schedule "A"

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable


HEATHERDALE
C/S·263
PLACE
C/S·261
GERRICK COURT
DUNCAIRN CRES.
CRESCENT
GREWOOD
PUBLIC SCHOOL
AA/S 999
AA
SEPARATE SCHOOL
PARK & RECREATIONAL
BRIGADOON DRIVE
APPLEBLOSSOM DRIVE
APPLESEED DRIVE
ORCHARD PARK ESTATES-PHASE 4
HARBOTTLE COURT
CHESLEY
ANNABELLE STREET
CHESTER AVENUE
FIFTH STREET WEST
CHURCH ROAD WEST
STONE CHURCH ROAD
B1-S·30
C/S·1139
B1-S·29
KEY PLAN
N.T.S.
NORTH
GOURLEY
APPROVED PLAN

2(c)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 26
T103-51 M. Preston

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements

R-95-05

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

Ted Gill
E. M. Gill, P.Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd .....

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

JKC:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: February 14, 1995

Location	Owner	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
167 Hess St. S.	C.A. DeMatteo	Stoop measuring 0.61m X 1.83m Ties and Planter 0.69m X 7.68m	J. Cosman	134/20.	T103 50 (1079)
24 East Bend Ave. N.	O. Hall	Steps measuring 0.3m X 1.10m	A. Wellenreiter	138/20.	T103 50 (1138)
499 John St. N.	G.& N. Sterling	Porch measuring 0.18m X 4.12m	P. Lannon	138/20.	T103 50 (1137)
137 Peter St.	J. Bennett	Porch measuring 0.21m x 5.33m Steps measuring 0.90m x 1.21m	Lerner and Associates	138/20.	T103 50 (1135)
46 Fraser Ave.	Chau/Nguyen	Portion of Building measuring 0.52m x 6.85m	Fedak Law Offices	138/20.	T103 50 (1144)
146 Burris St.	M. Anderson & S. Thomas	Steps measuring 0.51m X 1.82m	W. Murakami	138/20.	T103 50 (1140)

2 (d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 30

REPORT TO: Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Susan K. Reeder, Secretary
Task Force to Review the Sub-Committee Structure

SUBJECT: Recommendations - Sub-Committees reporting to the Transport and Environment Committee

RECOMMENDATION:

That the following recommendations respecting the Sub-Committees which report to the Transport and Environment Committee be approved:

(a) Pedestrian Safety Advisory Sub-Committee

That the Pedestrian Safety Advisory Sub-Committee continue as a Task-oriented group to be reviewed in six months time.

Susan K. Reeder.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Changes to the Sub-Committee structure, as referenced above, will realize significant savings in the area of staff resources and meeting expenses.

BACKGROUND:

City Council, at its meeting held 1993 September 28th, approved the formation of a Task Force to Review the Sub-Committees. The creation of this Review arose as a result of an Internal Audit on the costs of staff resources and meeting expenses incurred by the Sub-Committees.

The Task Force consisted of the Chairpersons and Vice-Chairpersons of the four Standing Committees of City Council.

The Chairpersons and Vice-Chairpersons of each Standing Committee met with the applicable staff involved in providing resources to the Sub-Committees. From those meetings, recommendations were formulated, and brought back to the Task Force for discussion.

The Task Force, at its meeting held 1995 January 24th, have approved the above-noted recommendations with respect to the Sub-Committees of the Transport and Environment Committee.

2 (E)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 1

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT: Information Reports

RECOMMENDATION:

That the following Information Items which have been previously forwarded to the Members of the Committee under separate cover, be received for information purposes:

(a) Green Streets Canada - Municipal Tree Planting Recognition Program

(b) Canadian Soft Drink Association - Industry's Commitment to Waste Management

(c) McNair Computer Sales and Service - Lack of Garbage Pick-up on Mondays

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

The above-noted documents have been sent out to Members of the Committee and the applicable staff for information purposes and are being formally presented to the Committee in order to be officially received. Approval of this recommendation to receive these documents will ensure that the circulation procedure followed for these matters is recorded.

URBAN/MUNICIPAL
CA4 ON HBL A05
C 51T6
1995

THE URBAN MUNICIPAL COLLECTION
2ND FLOOR
HAMILTON PUBLIC LIBRARY

URBAN MUNICIPAL
MAR 3 1995
GOVERNMENT DOCUMENTS

1995 March 1

NOTICE OF MEETING

TRANSPORT AND ENVIRONMENT COMMITTEE

Monday, 1995 March 6
9:30 o'clock a.m.
Room 233, City Hall

Kevin C. Christenson, Secretary
Transport and Environment Committee

AGENDA

1. **DELEGATIONS:** (9:30 o'clock a.m.)

   (a) Parking on East 27th Street
   Mr. R. Twal

   (b) Proposed Alteration of Munn Street Between Upper Sherman Avenue and East 36th Street Between Queensdale Avenue and Munn Street

   (c) By-Law to authorize the stop-up, close and sale of portion of the north/south alley east of 1 Young Street

   (d) Stop Sign - Beach Road and Rowanwood Avenue
   Alderman B. Morelli, Alderman D. Drury

2. **CONSENT AGENDA**

3. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

   (a) Hotz Environmental Services Inc.
   Amendment to Certificate of Approval No. A100146

   (b) Royal Recycling's Application for a Provisional Certificate of Approval No. A650041 for a Waste Disposal Site (Processing)

4. **DIRECTOR OF PUBLIC WORKS**

   (a) Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks, and Alleys

   (b) Annual Supply of Asphaltic Concrete and Bituminous Materials, Public Works Department

   (c) Annual Supply and Delivery of Mixed Portland Cement, Concrete, Public Works Department

   (d) Crescent Oil Company of Canada Ltd. - "Industrial Roadside Beautification Program" - 136 Cannon Street West

   (e) Fleet Services Reorganization

5. **CITY COUNCIL CORRESPONDENCE**

   (a) Cities for Climate Protection Campaign

   (b) Sewer Laterals - Ownership and Maintenance

   (c) Leaf and Yard Waste Management

   (d) Convergent Group Joint Venture with PaRCIL

6. **OTHER BUSINESS**

7. **ADJOURNMENT**

Transport and Environment Committee

Outstanding Items

No.	Items	Original Date	Action	Status
1.	Part-time Turn Prohibition James Mountain Road to Markland Street	1992 February 3	Commissioner Transportation/ Environmental Services	Report Pending Public Meeting
2.	Policy requesting Boulevard Parking for One, Two and Three Family Dwellings	1993 July 19	Director of Traffic Services	Prepare Report
3.	Intersection of Beachwood Avenue and Cavell Avenue	1994 Feb. 28	Ald. B. Morelli	Tabled for a Delegation
4.	Access Routes to the Harbour and Beatification of Same	1994 July 18	Acting Director of Public Works/Senior Director, Roads Department	Prepare Report
5.	Mount Albion Road and the Glendale Golf and Country Club	1994 October 25 City Council	Director of Public Works	Prepare Report
6.	School Speed Zones	1994 October 17	Director of Traffic Services	Report for January Meeting
7.	Intersection Control Highridge Road and Swan Street	1995 February 6	Alderman D. Agostino	Tabled for Delegation
8.	Easement Agreement Eaglewood Drive/Eleanor Neighbourhood	1995 February 6	Director of Property	Report Back
9.	North and East Side of Chedmac Drive - Parking Regulations	1995 February 6	Director of Traffic Services	Report Back
10.	Parking Meters - King Street between Wellington Street and Mary Street	1995 February 6	Director of Traffic Services	Report Back
11.	Public Works Department - Inventory Control	1995 February 6	C.A.O., City Solicitor, Treasurer and Director of Public Works	Report Back

Kevin C. Christenson, Secretary
1995 March 6

1(a)

By Fax

394 East 27th Street
Hamilton, Ontario L8V 3G7
Phone (bus.) 388-1110
(Res.) 383-9946

December 8/1994

Mr. Christiansen
Secretary,
Transportation and Environment Committee
City Hall,
Hamilton, Ontario

Re: Traffic By-law 89-72 Section 33 A and others

Dear Sir:

I am writing to you in the hope that we, as a community in Halam Park, could resolve a problem we have been faced with for the past few months.

Some of the units in this non-profit housing co-operative are located on East 27th Street. We cover two blocs, from Halam Ave. to McKenzie and from McKenzie to Fennell Ave. East. A few months ago, the parking on East 27th Street was changed from 3 hours to one hour parking. Our understanding was that the residents in the single family dwellings had petitioned the City for such a change. Lately, the parking on East 27th Street between McKenzie and Halam was changed to **"Permit Parking"** only as the 12 houses on that bloc petitioned for that and it was accepted by the traffic department.

My understanding is that laws have to be fair, equitable and to be of benefit to an entire community and not only to satisfy the whims of a chosen few. Further, the law should apply to everyone equally. It is my firm belief that this particular section of the above mentioned by-law is neither applicable to our street, nor fair as it discriminates against some and gives extra privilages to others.

The single family dwellings in this case have all the rights and those who live in units that house more than three families have no rights at all. We, as townhouse dwellers, have no right to petition regarding the parking permits or changing it from one to three or remove the permit parking. We are not entitled to **"Parking Permits"** and we can only use the

street for passing just like any motorist. Despite the generally accepted fallacy, we are tax payers. I have been told by some employees of the Traffic Department that I am not a tax payer like those who live in a one family dwelling.

When I stop to pick somthing up from my house or drop off the groceries or have someone visit me, the traffic department (by-law people) are notified and within minutes they show up and ticket the offending car. When, according to the by-law, a Parking permit holder parks his or her car for over 12 hours, I will call to complain, my call is completely ignored. According to the by-law people, they would have to come and chalk the car, then wait 12 hours. After that they call the Police department and ask about the ownership of the car then call the owner and ask him or her to move the car. For the past two weeks, they have been notified daily. Not only they are short tempered with the callers, me included, but they are giving us stories about some tow truck that will come and tow it away as an abandoned car. To me, the truth lies somewhere in the midst of this mumbo jumbo interpretation of the by-law. The car is not abandoned, and the owner is very well known and there has not been any tow trucks in this neighbourhood since the many times that the co-operative members' cars have been vandalized in the form of slashing our tires and putting tooth picks in our door locks. (*Last week, a visitor from Ohio had his car window smashed and another had his fender kicked in.*) In other words, the by-law people have been applying the law in a very selective manner. If the traffic department wants to enforce this inequitable law, it has to enforce it on all violators. Traffic violation tickets have to be issued to all traffic violators; not issue violations to some and call others on the phone after the violation has been continuously committed for over two weeks. The interesting thing is that my car was ticketed because I had no Permit but the car with a permit but was parked with its front opposite to the traffic was left alone.

I called the Planning department regarding the Permit Parking by-law and was informed that it was designed to provide parking facilities for those who lived on streets near the down town whereby they did not all have driveways and the employees and customers tended to park on side streets and deprive those who lived on the streets the comfort of parking in front of their own houses. It was not specifically designed for a street like ours. It should be noted that out of the 12 houses on the street only three have the Permits. Further, there in not one house that has a driveway that will accommodate less than two cars. The whole thing is a farce. Presently, there are only 11 occupied co-op units in the bloc in question whereas two years ago all 36 of these units were occupied. The street and the existing parking space in the complex were adequate and there were no parking limits or restrictions. It is beyond me that the street is inadequate now.

One of the arguments I have heard was that the complex was supposed to have adequate parking for the tenants. What if we lived in a two hundred unit apartment building. I fully agree. This is not a two hundred apartment building. However, this complex was built in

1954. The City of Hamilton should have forced the numerous landlords to adhere to the by-law and have 1.25 parking spots for each unit. If the City has been oblivious to that fact since 1954 and the tenants have had no say in the matter, then why is it now waking up and trying to make life miserable for the present occupants of the townhouses.
For your information, the building permit application either has been submitted or will be shortly submitted for the total renovation of Halam Park Housing Co-op. We expect that we will have the complex completely renovated by May 1996. There will be ample parking for everyone. However, the fact remains that we will have no say on the street parking. Our taxes to the municipality far exceed the portion paid by the privilaged few who presently have control over the street. It would be advisable to have the Traffic by-law and Traffic Department employees infromed that we pay taxes although we live in townhouses. In our case, we are non-profit meaning that we do not make any profits but not living off of the system. Our housing charges are there to cover interest, principal and taxes. We pay a mortgage like everyone else.

There are a few alternatives that can be pursued. The first thing that comes to mind is to deduct from our taxes the portion that is apportioned to maintain the street. Those who have power over the street and get to use it should pay the full amount. Our taxes, in other words, should be lowered and theirs increased. Another alternative would be to give us the power to petition the City whether to remove the Permit Parking or change it from that to one, two or three hours or even eight hours. At the same time to allow us to purchase Permit Parking if we wished to do so. Living in a single family dwelling should not give people special privilages and living in a fourplex should not be a cause for disenfranchisement. The third alternative is to have uniform parking on East 27th street from Mohawk to Concession streets. Our bloc should not be different from any other bloc. The by-law in question could also be amended to specify the different situations on the different streets and the various areas in the City of Hamilton and eliminate the loop holes that allow its abuse and its use for the purposes of vindictiveness, spite, intimidation and just plain ill manners and disregard for the general welfare and comfort of one particular segment of inhabitants in this city.

Please let the employees, (i.e. civil servants) who work in traffic know that when we contact them, we do so because we are intimidated not that we want to intimidate them. I am one of those who are not interested in being told :"this is the law and that's that". I am interested in knowing "why" and what purpose does this law serve? It should, also, be obvious that when one has a problem regarding the traffic department, it is the traffic department that is usually called. I do not know of anyone who calls different city departments for a chit chat. I will maintain my daily calls and will continue to log my calls. I want to find out when will the other violators of the by-law be given tickets and will wait for the long awaited and promised tow truck. I can promise you now, it will not come not even in 1996. I have no faith, and consequently no respect for such a farcical law and especially in its application. It really is a sad situation, which I hope will change.

It is my firm belief that laws are institued in order to regulate peoples relationships and to provide safety, comfort, stability and the general welfare of the citizens. The spirit of the law is just as important as the letter of the law. In our case, the law has created a two class system: the privilaged and the disenfranchised. I believe that your esteemed committee should have a hard look at it, in spirit, letter and implementation.

On the basis of my above concerns, I wish to have the opportunity to present my case verbally to The Transportation and Environment Committee at your earliest convenience.

Sincerely yours,

Ramzi Twal,
Member, Halam Park Housing Co-op

cc: Mr. Young, Traffic Department
Henry Merling, Alderman
T. ~~Doug~~ Anderson, Alderman
Mayor's Office
Board of Directors, Halam Park Housing Co-op

Mayor Morrow

FEB 14 1995

We hear there is to be a meeting being held Re - The NO PARKING on the west side of East 27th ST. between Halem Ave and McKenzie Rd -

We hope that it will be taken into consideration why these NO parking signs were put there in the first place —

Cars were parked bumper to bumper between Hale and McKenzie - sometimes for days or weeks with moving, which meant that the streets could not be cleaned in Summer - In winter the street could not have the snow ploughed.

Cars were Parked on both sides of the street making getting in and out driveways a tight Squeeze at times - especialy in winter.

Added to all the other hazards - The children all plays from one side of the street to the other - running in and out between the Parked cars. We saw many near misses and heard a lot of Squealing brakes.

The signs were put up on advice of the then Mayor and an Alderman.

We hope you will take all this into Consideration when you are asked to have these signs taken down We want the signs to stay. NO PARKING

C to Ald. Keeling - answer

- J. Schutz

+ T + C

KEVIN CHRISTOPHSON SECRETARY

Dorothy Speakman - 363 E 27th St. - 388-6603

E. Brodrick	359 East 27th	
E. J. Wharton	351 East 27th	3897025
Free → H. W. Wharton	351 East 27th	389-7025
[illegible] Clayton	353 East 27th	389-87
Marie C. Clayton	353 East 27th St	389-8
Stanley [illegible]	355 East 27th St.	389-5
Tamara [illegible]	" " " "	389-5
Jack + Bill Logie	357 East 27 St	38805
[illegible]	Brandt 357 East 27 St	3880537
[illegible]	347 EAST 27th	575-41
Colleen Baboth	" "	5754 13

Carol & Dave Cowen	345 East 27TH St.	383-0788
Ann + Gary Moore	349 East	389-0394
David Clayton	353 EAST 27TH ST.	384-8746
Helen + Albert Scafetta	343 East 27	385-153
Larry + [illegible]	478 III [illegible] Neck Rd.	3836653

a copy of this has gone to
Henry Merling

FOR INFORMATION. 200-003

DATE: 1994 September 22

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: East 27th Street between Halam Avenue and Mackenzie Road - Parking Regulations. [TEC-233-94]

RECOMMENDATION:

a) That the existing "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the east side of East 27th Street between Halam Avenue and Mackenzie Road be replaced with a "Permit Parking" regulation and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Director of Traffic Services be authorized to issue upon request, one parking permit to each of the first 14 abutting residents on a first come, first served basis.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1994 Traffic Department operating budget to cover the cost of manufacturing, erecting and maintaining the required signs. However, there is a potential for $168. in revenue each year from the sale of parking permits which will off-set the cost to some degree.

BACKGROUND:

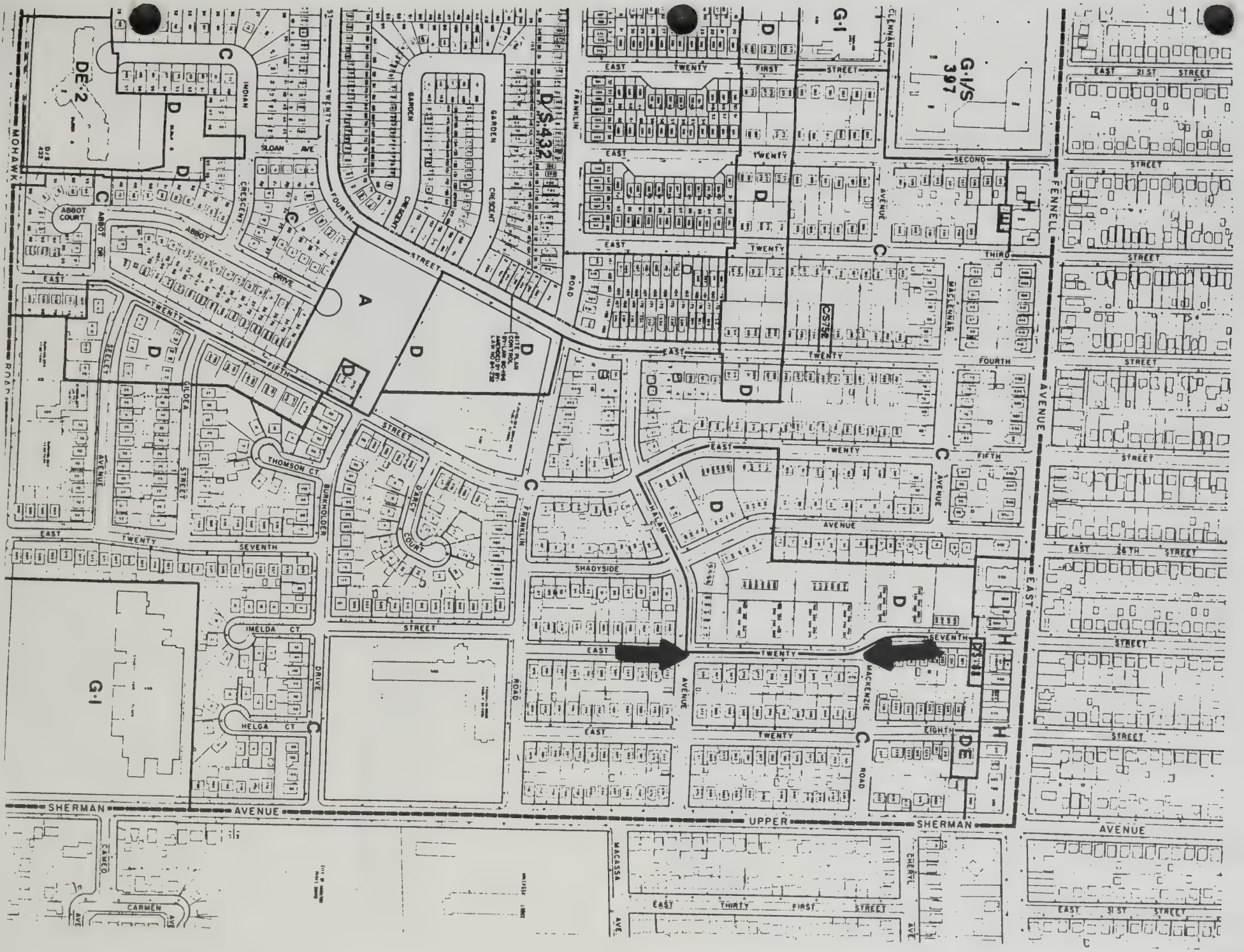
The Traffic Department has received a petition signed by representatives of all 12 of the one, two and three family dwellings abutting East 27th between Halam and Mackenzie, requesting that a "Permit Parking" regulation be implemented on the east side of the street

in this block. All 12 petitioners are in favour of the requested regulation.

East 27th has a 28 foot pavement width and presently, there is a "No Parking" regulation on the west side of the street in front of the townhouse complex and there is a "One Hour Parking Time Limit, 24 hours a day, seven days a week" regulation on the east side of the street in front of the single family homes in this block. The existing time limit regulation was changed from a three hour limit to a one hour limit in 1993 as a result of a sufficiently signed petition which Alderman Henry Merling forwarded to the Traffic Department.

It was indicated on the petition for a "Permit Parking" regulation that nine permits are required by the 12 abutting residents. An investigation has revealed that there are 14 legal on-street parking spaces on the east side of the street in this block. Therefore, since all of the abutting residents are in favour of the requested regulation, and since the demand for parking permits does not exceed the number of on-street parking spaces, the Traffic Department concurs with this request.

CVB/MH/ca


MOHAWK ROAD
SHERMAN AVENUE
UPPER SHERMAN AVENUE
EAST TWENTY FIRST STREET
EAST TWENTY SECOND STREET
EAST TWENTY THIRD STREET
EAST TWENTY FOURTH STREET
EAST TWENTY FIFTH STREET
EAST TWENTY SEVENTH STREET
EAST TWENTY EIGHTH STREET
EAST TWENTY NINTH STREET
EAST THIRTY FIRST STREET
EAST 21ST STREET
EAST 26TH STREET
EAST 31ST STREET
FENNELL AVENUE
MACKENZIE AVENUE
MACASSA AVENUE
CHERAL AVE
ABBOT COURT
ABBOT ROAD
SLOAN AVE
FOURTH CRESCENT
GARDEN CRESCENT
GARDEN ROAD
FRANKLIN ROAD
THOMSON CT
DARCY COURT
SHADYSIDE AVENUE
IMELDA CT
HELGA CT
CAMEO AVE
CARMEN AVE
DE-2
G-1
G-1/S 367
D/S 432
CS 736
CS 1181

1(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 1

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Proposed Alteration of Munn Street Between Upper Sherman Avenue and East 36th Street and East 36th Street Between Queensdale Avenue and Munn Street

RECOMMENDATION:

1. That City Council enact the attached By-law to authorize the alteration of Munn Street between Upper Sherman Avenue and East 36th Street by narrowing the roadway to 8.5 m and the alteration of East 36th Street between Queensdale Avenue and Munn Street by narrowing the roadway to 9.2 m.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

The alteration of Munn Street and East 36th Street was approved by City Council on January 31, 1995, in adopting Item 42 of the 2nd Report of the Transport and Environment Committee. The proposed alteration has been advertised for four consecutive weeks in The Spectator as required by Section 300 of the Municipal Act.

D. Lobo

for

RPM/jd
Attach.

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO ALTER MUNN STREET BETWEEN UPPER SHERMAN AVENUE AND EAST 36TH STREET AND EAST 36TH STREET BETWEEN QUEENSDALE AVENUE AND MUNN STREET BY NARROWING THE PAVEMENT

WHEREAS the Council of the Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act. Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close or sell any highway or part of a highway;

AND WHEREAS the portion of highways known as Munn Street and East 36th Street are local roads under the jurisdiction of The Corporation of the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 42 of the 2nd Report of the Transport and Environment Committee on January 31, 1995, authorized that steps be taken in accordance with the Municipal Act to advertise Notice of the City's intention to alter Munn Street and East 36th Street as hereinafter described;

AND WHEREAS Notice of the City's intention to pass this By-law to authorize the said temporary closure has been published as required by Section 300 of the Municipal Act for four (4) consecutive weeks in The Spectator, a newspaper having general circulation of the City of Hamilton:

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard no matter whether in objection to or in support of this By-law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the alterations be approved and carried out to Munn Street between Upper Sherman Avenue and East 36th Street and East 36th Street between Queensdale Avenue and Munn Street, for the purpose of narrowing the travelled portion of the said streets from the existing width of 12.2 m to a width of 8.5 m and 9.2 m respectively, as illustrated in Schedule "A" attached hereto.

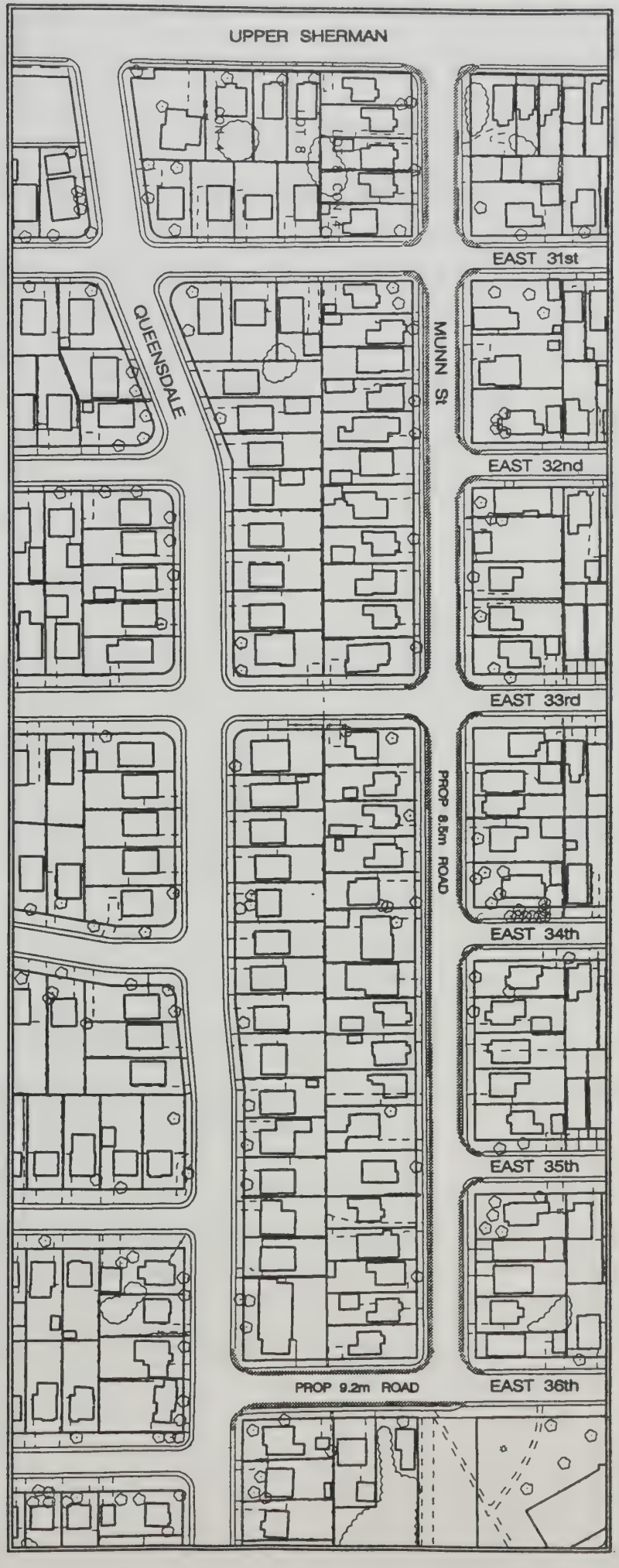
2. That the Mayor and City Clerk are hereby authorized to execute, on behalf of The Corporation of the City of Hamilton, all contracts necessary for the construction of the said works.

PASSED this day of , 1995.

CITY CLERK MAYOR

(1995) 2 R.T.E.C. 42, January 31

SCHEDULE 'A'



MUNN St. & EAST 36th ROAD NARROWINGS

1(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 21
S610-03 & S611-01B

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

By-Law to authorize the stop-up, close and sale of portion of the north/south alley east of 1 Young Street. (R-95-09)

RECOMMENDATION:

That the appropriate By-Law for the stop-up, close and sale of a portion of the north/south alley east of 1 Young Street, designated as Part 7, on Plan 62R-12633, be forwarded to City Council for enactment.

Ted Gill

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The funds of $35,000.00 derived from this sale, will be credited to Account Number CH4X50100102 (Reserve for Property Purchases).

BACKGROUND:

a) The City Council at its meeting on 1994 July 26, adopted Item 6 of the 10-94 Report of the Transport and Environment Committee. This authorized the City to sell the north/south alley east of 1 Young Street, designated as Part 7, on Plan 62R-12633, to the owners of Hamilton Medical Arts Building Limited or their successors in title for the sum of $35,000.00.

(Cont'd pg 2)

***BACKGROUND* (Cont'd):**

We have advertised the Public Notice for four (4) consecutive weeks in the Hamilton Spectator as required by Section 300 of the Municipal Act. To date, no objections have been received. Therefore, it is necessary to pass this By-Law in order to complete the stop-up, close and sale.

Kind
cb:GM/KML
Encls.

cc: Mr. F. Angelici, Planning Department
cc: Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO STOP-UP, CLOSE AND AUTHORIZE THE SALE OF PART OF NORTH/SOUTH ALLEY EAST OF 1 YOUNG STREET, DESIGNATED AS PART 7, ON PLAN 62R-12633

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297 of The Municipal Act, Revised Statutes of Ontario, 1990, Chapter M.45, and amendments thereto, to establish and layout, widen, alter, divert, stop-up, lease, close, sell or retain any highway or part of a highway;

AND WHEREAS the Council of The Corporation of the City of Hamilton, in adopting Item 6 of the Report 10-94 of the Transport and Environment Committee on 1994 July 26, authorized the City to sell part of an alley east of 1 Young Street, being more particularly described as Part 7, on Plan 62R-12633;

AND WHEREAS The Corporation of the City of Hamilton is the owner of the above described lands;

AND WHEREAS Notice of the City's intention to pass this By-Law has been published as required by Section 300 of the Municipal Act for four consecutive weeks in the Hamilton Spectator, a newspaper having general circulation in the City of Hamilton;

AND WHEREAS the Council of The Corporation of the City of Hamilton, through its Transport and Environment Committee, has heard all persons who applied to be heard, no matter whether in objection to or in support of this By-Law;

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. That the portion of alley east of 1 Young Street described as;

   All of the alley being Part of Lots 149, 150, 164 and 165, on Registered Plan 1431, designated as Part 7, on Plan 62R-12633.

   City of Hamilton

   Regional Municipality of Hamilton-Wentworth

   Are hereby stopped and closed.

2. That an offer to purchase the northerly 11.8' of Part 7, on Plan 62R-12633, be extended to the owners of 165 James Street South for the sum of $8,100.00, subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.

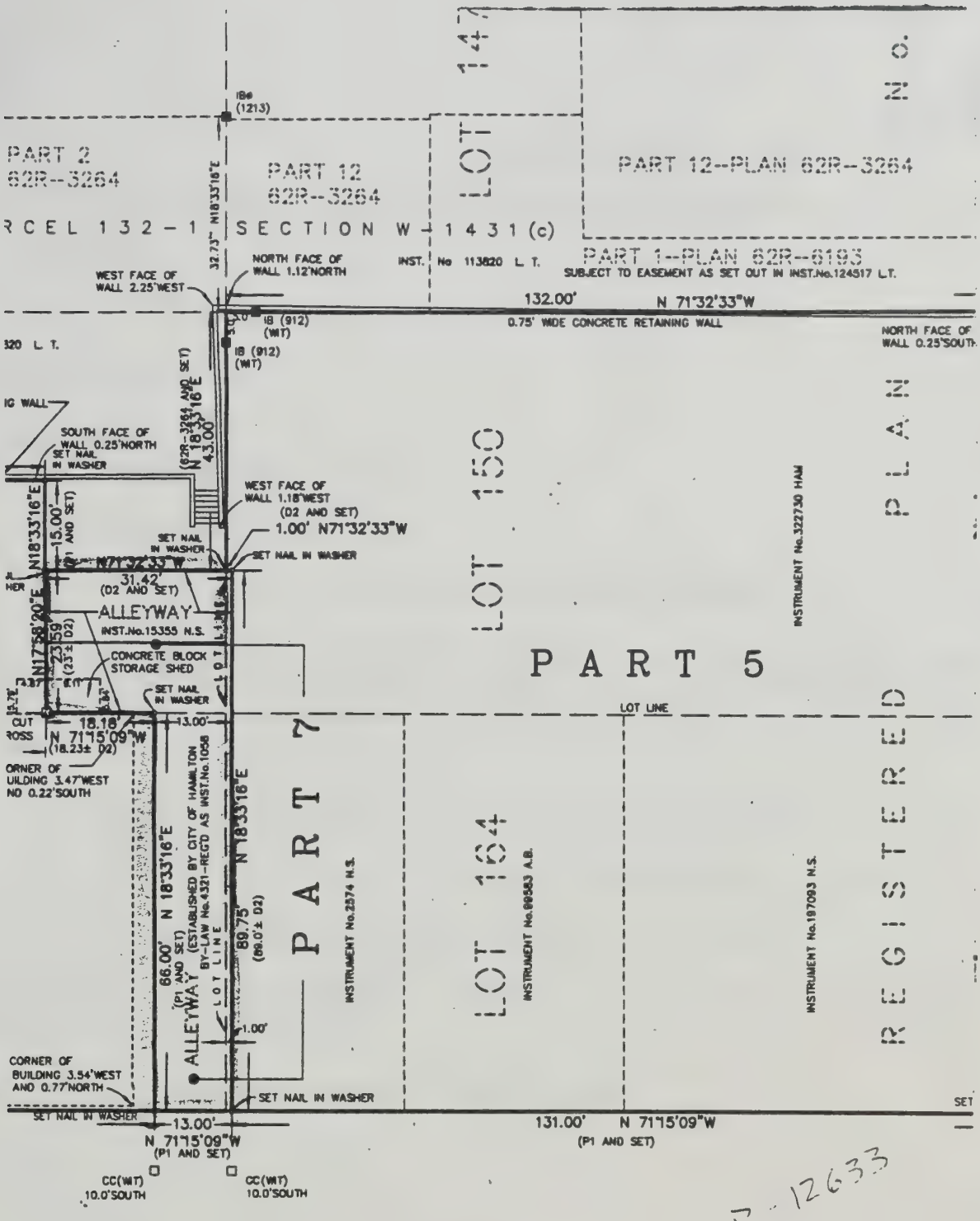
3. In the event that the owner of 165 James Street South does not accept the offer within thirty (30) days of the passing of this By-Law, that the soil and freehold of the said closed portion of alley, designated as Part 7, on Plan 62R-12633, be sold to Hamilton Medical Arts Building Limited or their successors in title for the sum of $35,000.00, in accordance with the provisions of the agreement dated 1994 June 8; subject to the highway closing and sale purchases in the Registry Act and the Municipal Act.

(cont'd pg 2)

4. That this By-Law shall come into force and take effect on the date of its registration and the Commissioner of Transportion/Environmental Services is hereby authorized to register this By-Law.

PASSED this day of A.D. 1995

City Clerk Mayor



62.R-12633

BEARINGS ARE ASTRONOMIC AND REFERRED TO THE

1(d)

CITY COUNCIL
HAMILTON, CANADA

Alderman D(

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 545-7077 - WARD 3

1995 February 9

Alderman Henry Merling
Chairman
and Members of
the Transport & Environment Committee

Dear Chairman and Members:

STOP SIGN - BEACH ROAD AND ROWANWOOD

Residents and business owners in the vicinity of Beach Road, Rowanwood and Depew Streets would like to appear before the Monday, March 6th, 1995 Transport and Environment Committee to discuss and consider the following options regarding the stop sign at Beach Road and Rowanwood:

(a) retention of the stop sign at Beach Road and Rowanwood;

(b) removal of the stop sign at Beach Road and Rowanwood, entirely;

(c) relocation of the stop sign from Rowanwood to Depew Street.

This meeting is requested as the stop sign in question is now under review as it has reached the end of it's 6 month trial period.

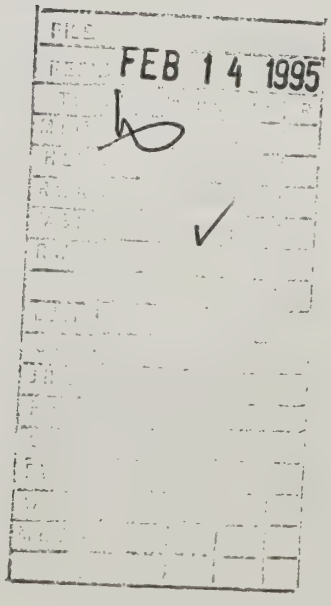
Kindly advise if their attendance at this meeting is feasible.

Sincerely,

Don Drury
Alderman, Ward 3

DD:jc

c.c. Alderman Bernie Morelli
Mr. M. Hazell, Traffic Department ✓



CITY COUNCIL
HAMILTON, CANADA

Alderman Don Drury

71 MAIN STREET WEST L8N 3T4 • (416) 546-2730 • RES. (416) 545-7077 - WARD 3

1995 February 10

Mr. Mark Frankiewicz
215 Beach Road
Hamilton, ON L8L 4A9

Dear Mr. Frankiewicz:

Please be advised that I have contacted the Transport and Environment Committee to request that the matter of the stop sign at Beach Road and Rowanwood be reviewed as it has reached the end of it's 6 month trial period.

Alderman Bernie Morelli and I will be contacting the residents and business owners along Beach Road, Rowanwood and Depew Streets to conduct a survey to determine which of the following 3 options they would like to see in effect:

(a) retention of the stop sign at Beach Road and Rowanwood;

(b) removal of the stop sign at Beach Road and Rowanwood, entirely;

(c) relocation of the stop sign from Rowanwood to Depew Street.

As I indicated to you during our telephone conversation on February 8, 1995 that if the Transport and Environment Committee decides to retain the stop sign at Beach Road and Rowanwood, I would endeavour to have a noise study conducted to determine the sound levels generated by traffic caused by the installation of this stop sign.

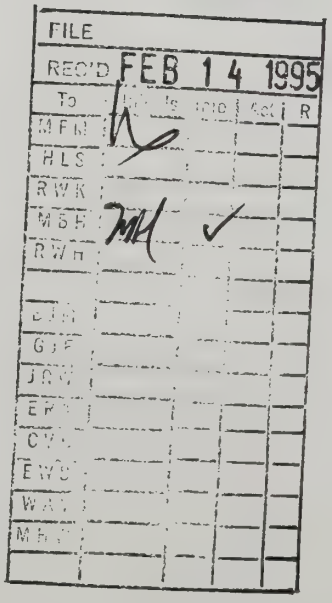
I trust this is in accordance with our discussions.

Sincerely,

Don Drury
Alderman, Ward 3

DD:jc

c.c. Alderman Bernie Morelli
Mr. M. Hazell, Traffic Department ✓



3(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 24
SWE 308-07-H C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday, Senior Director
Environmental Services

SUBJECT: **Hotz Environmental Services Inc.**
Amendment to Certificate of Approval No. A100146

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of Environment and Energy (MOEE) be advised that the City of Hamilton has no objection to Hotz Environmental Services Inc. receiving an amendment to their Certificate of Approval, No. A100146, for their facility located at 239 Lottridge Street, Hamilton, provided that all environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the Ministry, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report be forwarded to the West Central Branch of the MOEE for their consideration in the preparation of the amendments to the Certificate of Approval regulating the operation of Hotz Environmental Services Inc..

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N\A

Cont'd...

Hotz Environmental Services Inc.
Amendment to Certificate of Approval No. A100146

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy (MOEE) has received an application from Hotz Environmental Services Inc. to amend their Provisional Certificate of Approval (C of A), No. A100146, for their site located at 239 Lottridge Street, Hamilton, Ontario.

During 1994, Hotz Environmental Services Inc. proposed a two year pilot project to examine an alternative means for small businesses to properly and responsibly manage their liquid and hazardous wastes. The pilot project was the result of recommendations regarding Small Quantity Hazardous Waste (SQHW) collections contained in a study conducted by R. Cave and Associates Ltd. on the generation of small quantity hazardous wastes in the Region of Hamilton-Wentworth. The study determined that present regulations make the cost of SQHW collections and disposal unaffordable to small and medium sized businesses. The study was commissioned by Environment Canada in association with the Ontario MOEE, and the Regional Municipality of Hamilton-Wentworth.

An information report concerning the pilot project was sent to the Transport & Environment Committee on February 17, 1994. Although Hotz's proposal and its idea are fully supported by MOEE staff, their Legal Services Branch could not find a suitable section in the current antiquated legislation to approve the pilot study. As a result of this inadequacy in the Province's legislation the SQHW pilot project had to be aborted. In order to revive this project Hotz officials have opted to use a more viable approach, whereby they simply ask for an amendment to their present C of A to accept limited quantities of industrial waste, which is a routine approval process by the Ministry that does not require special considerations and legal opinion.

Under their current C of A Hotz Environmental Inc is permitted to:

i) Operate a permanent Household Hazardous Waste (HHW) Depot for the Region of Hamilton-Wentworth

ii) Receive and repackage HHW collected from other municipalities

iii) Operate a Small Quantity Exempted Waste Program

Hotz has requested an amendment to their C of A to receive limited quantities of industrial "Subject" waste, in addition to their aforementioned operations. The proposed industrial

Cont'd...

Hotz Environmental Services Inc.
Amendment to Certificate of Approval No. A100146

BACKGROUND: (Cont'd)

transfer station will operate within the same site as the existing HHW depot, however, each operation will be kept totally separate in all aspects.

The proposed amendment does not alter the existing facility or operation, except for two minor changes which are essential to streamline the operation and control the industrial waste. The two changes are:

1) Broaden Ministry's waste classes in order to specify industrial waste more precisely than the use of miscellaneous categories adopted to classify a wide range of household hazardous wastes.

2) A 500 drum storage capacity to be operated independently and physically separate from the HHW operations.

Hotz would like to expand its current operations for receiving, and temporary storage of industrial waste, to a maximum of 500 drums, or equivalent volume, at any one time. The existing operations' warehouse will easily accommodate the proposed storage. The industrial waste will be stored in a designated area, segregated by waste class and separate from the HHW storage. Segregated by waste class, completed drums from HHW operations and industrial operations will be stored together awaiting final off-site shipment.

In order to capture as much small quantity commercial/industrial waste as possible, Hotz proposes to accept the complete range of waste classes, as outlined in the new Ontario Waste Classes, January, 1986, with the exception of: PCB's, radioactive, explosive and pathological waste.

The MOEE has asked the City of Hamilton for comments on this application with respect to any specific City requirements or concerns. Staff performed a site visit on January 27, 1995 to obtain a copy of the proponent's proposal and to determine if there were any outstanding municipal concerns. The site visit confirmed that current operations are being carried out in accordance with the proponent's current Operation and Management Plan.

In order to satisfy the City's regulatory mandate, as well as the Ministry's request for comments, staff from various City departments were requested to review the background documentation provided by Hotz Environmental Services Inc. and prepare a report on any comments or concerns they might have on the proposed facility. Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing Traffic Services, Local Planning, Noise Control, Building Department, Fire Department are appended to this report. The responses support the proposal as it complies to the City of Hamilton Official Plan and all relevant City By-laws.

****

PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

****

TO: Colin Rodgerson
Solid Waste Operation Section
Environmental Services Dept.

YOUR FILE: SWE308-07-H

FROM: Victor Abraham, M.C.I.P.
Director of Local Planning

OUR FILE: OP-COMB(C)

SUBJECT: 239 Lottridge Street
Application to Amend Provisional
Certificate of Approval No. A100146
for a Waste Disposal Site (Transfer)

DATE: January 25, 1995

ENVIRONMENTAL SERVICES
JAN 27 1995
FILE:

		COMMENTS:
Director		
Finance & Adm.		
Infrastructure		
Labs		
Plant Oper.		
Waste Mgmt.		
Adm. Asst.		

This memorandum is in response to your memorandum dated January 23, 1995.

The subject lands are situated in the Stipeley Neighbourhood. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The proposed amendment to the Provisional Certificate of Approval is to permit the applicant to expand its current operations to receive and temporary store industrial waste to a maximum of 500 drums, or equivalent in volume, at any one time. The applicant has indicated the industrial wastes to be received and stored does not include PCB's, radioactive, explosive and pathological waste. The request to expand operations to receive and temporary store industrial wastes does not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

KE/

CORPORATION OF THE CITY OF HAMILTON

MEMORANDUM

****

TO: Mr. Val Terluk
Supervisor, Solid Waste Operations
Environmental Services Department
Attn: Mr. Colin Rodgerson

YOUR FILE: SWE 308-07-H

FROM: Mr. Hart Solomon
Manager of Traffic Operations
Traffic Department

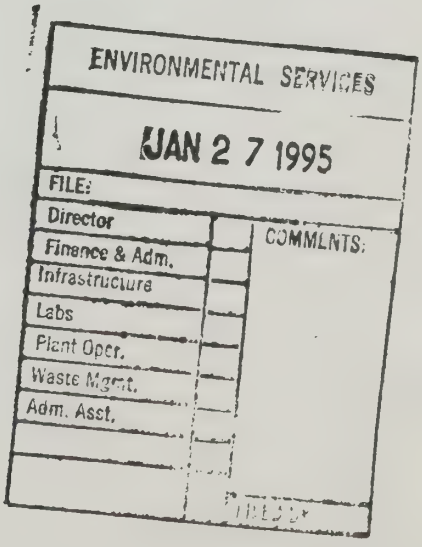
OUR FILE:
PHONE: (905) 546-4584

SUBJECT: Hotz Application

DATE: 1995 January 26

This is in reponse to your memo of 1995 January 23.

As per our verbal response of 1995 January 26, this department has no comment, based on the applicant's information that there will be no increase in traffic volumes associated with the changes in operation proposed.



PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

****

TO: Mr. V. Terluk
Supervisor, Solid Waste Operations
Environmental Services Department

YOUR FILE:

FROM: Mr. F. Westaway
Chief Noise Control Officer
Public Works Department

OUR FILE:
PHONE: 523-5670

SUBJECT: Hotz Environmental Services Inc.
Application to Amend Provisional
Certificate of Approval No. A100146

DATE: 1995 January 30

The City of Hamilton Noise Control Department foresees no problems with this application.

Frank Westaway

FW/mf

ENVIRONMENTAL SERVICES
FEB 0 2 1995
FILE:
Director
Finance & Adm.
Infrastructure
Labs
Plant Oper.
Waste Mgmt.
Adm. Asst.
COMMENTS:
FILED BY:

THE CORPORATION OF THE CITY OF HAMILTON

BUILDING DEPARTMENT

MEMORANDUM

****

TO: Mr. Val Terluk
Supervisor, Solid Waste Operations
Environmental Services Department

YOUR FILE: SWE 308-07-H

FROM: Mr. Len King, P. Eng.
Building Commissioner
Building Department

OUR FILE:
PHONE: 546-4655

SUBJECT: **Hotz Environmental Services**
239 LOTTRIDGE STREET

DATE: February 2, 1995

In response to your letter dated January 23, 1995, please be advised that this Department has examined the proposal and offers the following comments:

1. The site is located within a "K" District.

2. The proposed use is permitted within this District.

_____
Len C. King, P. Eng.
Building Commissioner

SH/WKW/zr

HAMILTON FIRE DEPARTMENT

FIRE PREVENTION DIVISION

MEMORANDUM

****

TO: The Region of Hamilton-Wentworth
Environmental Services Department
35 King Street East
4th Floor
Hamilton, Ontario
L8N 4A9

Attention: Val Terluk, Supervisor
Solid Waste Operations

YOUR FILE:

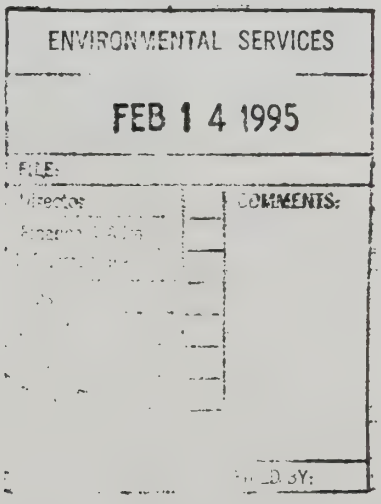
FROM: Mr. J. Winn
Chief Fire Prevention Officer
Fire Prevention Division

OUR FILE: 14581
PHONE: (905) 546-3350

SUBJECT: Hotz Environmental Services Inc.

DATE: 1995 February 10

In response to the memorandum dated January 23, 1995 concerning Hotz Environmental Services, please be advised that this department has no requirements or objections to the proposed amendment to the Provisional Certificate of Approval to operate a waste disposal site (transfer).



FGB/ggf

3(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 24
SWE 308-07R C. Rodgerson

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: P. J. Halliday, Senior Director
Environmental Services

SUBJECT: **Royal Recycling's Application for a Provisional Certificate of Approval No. A650041 for a waste Disposal Site (Processing)**

RECOMMENDATION:

a) That the West Central Branch of the Ontario Ministry of the Environment and Energy (MOEE) be advised that the City of Hamilton supports, in principle, Royal Recycling receiving a Provisional Certificate of Approval to operate a Waste Disposal Site (Processing) for the site located at 15 Biggar Avenue, Hamilton, subject to the following conditions:

   i) An Environmental Noise Impact Study be conducted by the Applicant and submitted to the MOEE and the City of Hamilton. The noise study must include noise levels of all new noise sources on site and the impact that the noise level may have on the neighbouring properties;

   ii) A visual barrier must be provided where the property abuts a residential use;

   iii) The site meet the requirements of the Ontario Fire Code as outlined in the Hamilton Fire Department report dated February 9, 1995;

   iv) All environmental safeguards normally associated with this type of activity are implemented to the satisfaction of the MOEE, and that all applicable City By-Laws are complied with fully;

b) That a copy of this report and its attachments be submitted to the West Central Branch of the MOEE for their consideration in the preparation of the Certificate of Approval regulating the proposal by Royal Recycling;

Cont'd...

Royal Recycling's Application for a Provisional Certificate of Approval

RECOMMENDATION:(Cont'd)

c) That the MOEE be requested to forward a copy of Royal Recycling's final Certificate of Approval for a Waste Disposal Site (Processing) to the City of Hamilton upon its completion.

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N\A

BACKGROUND:

The West Central Region of the Ministry of Environment and Energy (MOEE) has received an application from Royal Recycling, Division of 462641 Ontario Limited, application for a Certificate of Approval for a Waste Disposal Site (Processing) for the site located at 15 Biggar Avenue, Hamilton, Ontario. The MOEE has asked the City of Hamilton for comments on this application with respect to any specific municipal requirements or concerns.

Royal Recycling's current site operations consist of depackaging beer which has reached its expected shelf life. The bottles and/or cans are opened, emptied into a trough and then the fluids are pumped to an outside storage tank. The beer waste is eventually transported to the Sewage Treatment Plant for final disposal. The empty bottles are placed back inside their cases and returned to the breweries for reuse. Bottles and cans which cannot be returned to the manufacturer are either bailed (cans) or crushed into cullet (bottles) in preparation for recycling. Royal Recycling also accepts cardboard, cans, and plastics which are bailed and then sent for recycling.

Due to changes in Provincial Legislation, Royal Recycling has requested approval from the MOEE to process up to 300 tonnes of domestic waste (curbside only) and 550 tonnes of commercial waste per day. Royal Recycling has requested to operate a processing facility including bailing, grinding, and crushing of recyclable materials. The processing currently taking place, or that will take place in the future includes:

Cont'd...

Royal Recycling's Application for a Provisional Certificate of Approval

BACKGROUND:(Cont'd)

Bailing - plastic, paper, aluminum, metal and other materials
Grinding - plastic, glass, paper, metal and other materials
Crushing - plastic, glass, metal, and other materials
Sorting - plastic, glass, metal and other materials
Extruding - plastic and other materials

The total area of the site is 8.63 acres and the estimated storage capacity of all materials combined shall not exceed 33 000 tonnes. The subject lands are situated in the Industrial Sector "C" Neighbourhood; according to the Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial. The entire site is fenced with gates that are locked after hours. The company will ensure the site is locked, adequately lit and secured at all times when employees are not present.

The plant currently operates from 7:30 am to 4:00 pm on weekdays; however trucks will be received at the plant between the hours of 7:45 am and 8:00 pm during the week. Front end loader operations will occur at the back of the plant and material taken to and from outside storage will occur during daylight operations only.

In keeping with the established policy, Ministry officials have requested the City of Hamilton to comment on the viability of the proposed facility from a municipal jurisdictional perspective. In order to satisfy the City's regulatory mandate, as well as the MOEE's request for comments, staff from various City departments were requested to review the background documentation provided by Royal Recycling and to prepare a report on any comments or concerns they might have on the proposed facility.

A site visit by staff revealed a large quantity of waste stored on the back half of the site. The proponent explained that this waste was not a result of his operations but was left behind from previous waste management companies who operated at this location. A letter from Numbered Company 829129 Ontario Inc., the owner and leaser of 15 Biggar Ave., confirms that the waste material on-site pre-dates Royal Recycling's rental of the property and that they are responsible for the removal of this material. The MOEE is fully aware of this situation.

Copies of the responses concerning the proposal, which were received from the City of Hamilton staff representing the Fire Department, Traffic Services, Local Planning, Noise Control, and the Building Department, are appended to this report.

Cont'd...

Royal Recycling's Application for a Provisional Certificate of Approval

BACKGROUND:(Cont'd)

Specific attention should be paid to the comments made by the Hamilton Fire Department with respect to testing of the sprinkler systems and their components, as per the Ontario Fire Code. A re-inspection of the facility will be made by the fire Department, during March, at which time it is expected that the Fire Code requirements will have been complied with.

The City of Hamilton Noise Control Office suggested that an Environmental Noise Impact Study be conducted to determine noise levels of all new noise sources on site and the impact that the noise levels may have on the neighbouring properties. The comments made by the Building Department suggested that a visual barrier be provided where the property abuts a residential use.

CR:
Attach

Ontario

Ministry of the Solicitor General / Ministère du Solliciteur général — Office of the Fire Marshal / Bureau du commissaire des incendies

File No. 5536

Inspection Report / Rapport d'inspection

Fire Code / Code des incendies

Dated at Hamilton, Ontario this 14th day of February, 1995.

(WRITE FIRMLY - You are making 4 copies / ÉCRIRE EN APPUYANT - 4 exemplaires)

Date of inspection / Date d'inspection February 9, 1995	Name of occupant / Nom de l'occupant(e) Royal Recycling
Name of Fire Department / Nom du service des pompiers Hamilton Fire Department	Address of property / Adresse du bien 15 Biggar Avenue
Address of Fire Department / Adresse du service des pompiers 55 King William Street	Hamilton, Ontario
Hamilton, Ontario	Occupancy or property use / Utilisation du bien ou occupation Recycling
Name and telephone no. of inspector / Nom et n° de téléphone de l'inspecteur (trice) Paul Harper 546-3350	Name of owner / Nom du /de la propriétaire Royal Recycling, Div. of 462641
Name of person contacted / Nom de la personne contact Peter Costabile	Address of owner / Adresse du /de la propriétaire Ontario Limited, 15 Biggar Ave.
Position and telephone no. of contact / Poste et n° de téléphone de la personne contact Foreman	Hamilton, Ontario L8L 3Z3

During an inspection of the above property, the following contraventions of the Fire Code (made under the Fire Marshals Act) were noted:
Les infractions suivantes au Code des incendies (pris en application de la Loi sur les commissaires des incendies) ont été relevées lors de l'inspection du bien susmentionné:

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Description de l'inspection
1	6.2.7.1.	(1) Subject the following dry chemical portable fire extinguisher(s) to the 6-year maintenance procedures required by N.F.P.A. 10-1978: a) 4A 20BC in the Plastic Area.
2	6.2.1.2.	Recharge, tag and date the following rated portable fire extinguishers located as follows: a) 4A 20BC - back door.
3	6.2.7.1.	(1) Subject the following portable fire extinguisher to the hydrostatic test required by N.F.P.A. 10-1978. Specific extinguisher needing this service now is located as listed below: a) 2 1/2 gallon pressurized water extinguisher in the office area.
4	6.5.3.-6.5.6.	Establish a maintenance program for the building's sprinkler system in accordance with Subsections 6.5.3.-6.5.6. inclusive of the Ontario Fire Code. Test the building's sprinkler system now as per the time intervals outlined in Sentences 6.5.5.1.-6.5.5.7. inclusive of the Ontario Fire Code.

FGR/aaf

Please note that the above contraventions of the Fire Code constitute offences under the Fire Marshals Act and you are advised to take corrective action or risk prosecution.
Vous devez remédier aux infractions susmentionnées au Code des incendies qui constituent des infractions en vertu de la Loi sur les commissaires des incendies sous peine d'être poursuivi(e) en justice.

Distribution: Original and Copy to Owner or Occupant / L'original et une copie au/à la propriétaire ou locataire
Copy to Fire Department / Une copie au service des pompiers
Spare copy / Une copie supplémentaire

Date

Forming part of: / Accompagnant:
- [x] Inspection Report / Rapport d'inspection
- [ ] Notice of Violation / Avis d'infraction

At property address / À l'adresse de l'immeuble

15 Biggar Avenue

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
5	6.6.5.6.	Establish a maintenance program for the private fire hydrants
	6.6.5.7.	located as follows:
		a) all yard hydrants.
		Hydrant water flow shall be inspected annually in accordance with
		Article 6.6.5.7. of the Ontario Fire Code. This will require the
		main valve of the hydrant to be opened fully and the hydrant
		operated with one port open and the water flow checked.
6	1.1.2.1.	a) Keep a written record available of tests required as referenced
		in items #4 and #5. These records are to include corrective
		measures taken and are to be kept for a period of two (2) years
		after they are made.
		b) Make available for inspection by the Chief Fire Official, the
		written records of all tests and corrective measures as referred to
		in a) above, on or before March 20, 1995. Contact Inspector P.
		Harper at 546-3350 to make arrangements for inspection of the test
		records.
7	2.1.2.2.	Provide written documentation from a qualified contractor that the
		existing sprinkler system will adequately protect the commodity
		being stored in the building. If the documentation indicates that
		the present sprinkler design does not properly protect the
		commodity, the present sprinkler system must be upgraded/replaced
		to ensure that it protects the commodity in conformance with
		N.F.P.A. 13, "Standard for Installation of Sprinkler Systems."
8		Any upgrade to the sprinkler system must be done under permit from

Distribution: Original and Copy to Owner or Occupant / L'original et une copie au propriétaire ou locataire
Copy to Fire Department / Une copie au service des pompiers
Spare Copy / Une copie supplémentaire

Date

Forming part of: / Accompagnant:
- [X] Inspection Report / Rapport d'inspection
- [ ] Notice of Violation / Avis d'infraction

At property address / À l'adresse de l'immeuble

15 Biggar Avenue

Item Point	Fire Code Reference No. N° de référence du Code des incendies	Details of Inspection / Violation Description de l'inspection ou des infraction
		the City of Hamilton Building Department.
		A re-inspection will be made in 30 days at which time it is
		expected that these requirements will have been complied with.
		cc Mr. Colin Rodgerson
		Park Place
		35 King Street East, 4th Floor
		Hamilton, Ontario L8N 4A9

PUBLIC WORKS DEPARTMENT

CITY NOISE CONTROL

MEMORANDUM

****

TO: Mr. V. Terluk
Supervisor, Solid Waste Operations
Environmental Services Department

YOUR FILE:

FROM: Mr. F. Westaway
Chief Noise Control Officer
Public Works Department

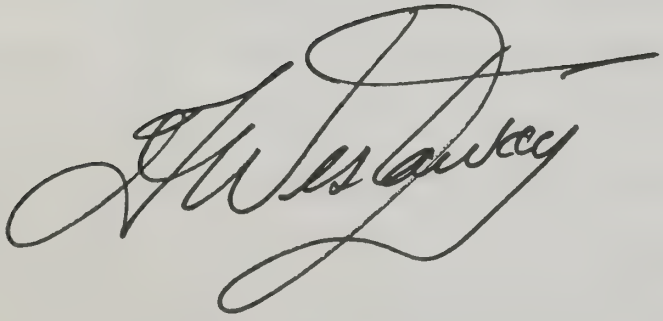
OUR FILE:
PHONE: 523-5670

SUBJECT: Royal Recycling Application for a Provisional Certificate of Approval No. A650041 for a Waste Disposal Site (Processing)

DATE: 1995 February 7

The City of Hamilton Noise Control Office has reviewed the proposed application, submitted by Royal Recycling located at 15 Bigger Ave. Hamilton Ont. The site is located in a heavy industrial zone abutting a residential area.

I suggest that an Environmental Noise Impact Study be conducted by the Applicant and submitted to the Ministry of the Environment and Energy and this Dept. for review. The noise study must include noise levels of all new noise sources on site and the impact that the noise level may have on the neighbouring properties.



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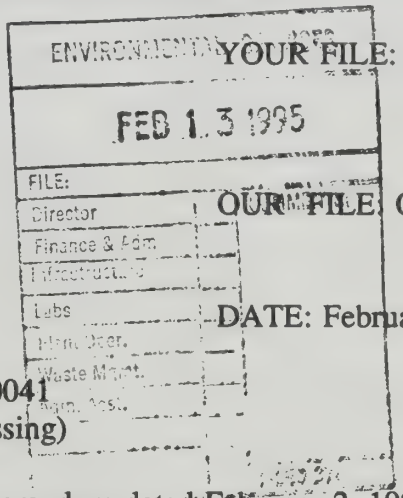
PLANNING AND DEVELOPMENT DEPARTMENT
LOCAL PLANNING BRANCH

MEMORANDUM

****

TO: Colin Rodgerson
Solid Waste Operation Section
Environmental Services Dept.

YOUR FILE: SWE308-07-R



FROM: for Victor Abraham, MCIP
Director of Local Planning

OUR FILE: OP-COMP(C)

SUBJECT: 15 Biggar Avenue
Application for Provisional
Certificate of Approval No. A650041
for a Waste Disposal Site (Processing)

DATE: February 7, 1995

This memorandum is in response to your memorandum dated February 2, 1995.

The subject lands are situated in the Industrial Sector "C" Neighbourhood. According to Schedule "A" - Land Use Concept of the Hamilton Official Plan, the site is designated as Industrial.

As noted in Policy A.2.3.1 of the Official Plan, "The primary uses permitted in the areas designated on Schedule "A" as INDUSTRIAL will be for Industry. In this regard, Industry is defined as manufacturing, processing, warehousing, repair and servicing. In addition to the primary permitted uses, the following uses may be permitted within INDUSTRIAL areas: iii) uses which have characteristics or functional requirements similar to Industries."

The following policies should be noted as well:

A.2.3.23 New INDUSTRIAL USES may be permitted in areas designated INDUSTRIAL, provided that the proposed uses comply with all Provincial standards with respect to the emission of sounds and vibrations, permissable concentrations of air contaminants such as dust, smoke, fumes, odours and other particulates, water quality control and waste control, including the quality of discharge and run-off.

A.2.3.25 Adequate vehicular access, off-street parking and loading facilities will be required in clearly-defined areas for all development and redevelopment within the INDUSTRIAL designation.

The applicant has requested authorization to operate a processing facility including bailing, grinding and crushing of recyclable materials. The applicant has indicated that these activities have been occurring on the site for the past five years and due to changes to Provincial regulations the applicant is now required to secure a MOEE Certificate of Approval for the operations. The activities do not conflict with the intent of the Hamilton Official Plan provided Provincial statutes and regulations in these matters are not contravened.

If you have any further questions, please contact Keith Extance at 546-4158.

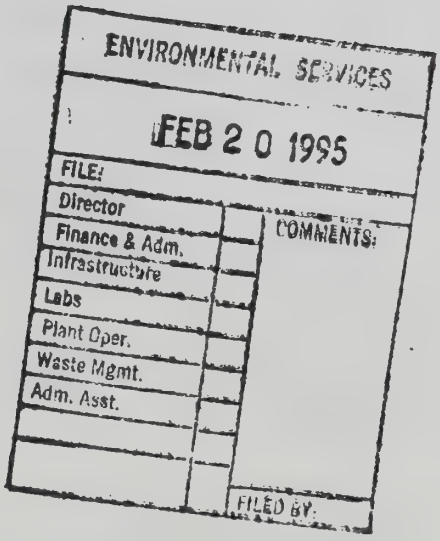
KE/

BUILDING DEPARTMENT
71 Main Street West, Hamilton, Ontario L8N 3T4
Telephone (905) 546-2720 / Fax (905) 546-2764

City of
HAMILTON

YOUR FILE: SWE-308-07-R
ATTENTION OF: W. Sargeant
TELEPHONE NO: (905) 546-3936

February 13, 1995



MAP NUMBER: E-31

PROPOSED ZONING: K

Val Terluk
Supervisor, Solid Waste Operations
Environmental Services Department

Dear Sir:

RE: 15 BIGGAR AVENUE
Royal Recycling Application for
a Provisional Certificate of Approval
No. A650041 for a Waste Disposal Site Processing

The above, under cover of your letter dated February 2, 1995, has been examined.

COMMENTS:

1. The use is permitted.

2. A visual barrier must be provided where the property abuts a residential use.

Yours truly

for the Building Commissioner

WS/zr

829129 ONTARIO INC.

P.O. Box 188 - Kitchener, Ont.

February 22, 1995

Region of Hamilton - Wentworth,
Waste Management Division.

Attention: Mr. Rodgerson.

Dear Mr. Rodgerson:

This letter confirms that 829129 Ontario Inc. is the owner of the property at 15 Biggar Ave., and is responsible for any waste currently on the site.

It should be noted that this material pre-dates Royal Recycling's rental of the property and that we are responsible for the removal of this material. The Ministry of Environment is fully aware of this situation.

Sincerely yours,

A. T. Rosen.

A T Rosen

Phone No. (519) 894-4377 Fax No. (519) 894-5601

FEB 23 '95 12:45 JACK ROSEN

FAX MESSAGE

JACK ROSEN

353 Manitou Dr. Kitchener, Ont.

P.O. Box 188 — N2G 3P3
Telephone (519) 894-4377
Fax No. (519) 894-5601

DATE: Feb. 23, 1995

To: Mr. Rodgerson
Waste Management Div.
Region of Hamilton-Wentworth.

From: Mrs. A. T. Rosen

TOTAL NO. OF PAGES (including this page) 2

MESSAGE: If you require any further information please contact the writer.

4(a)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 10

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Local Improvement Charges for the Construction of Roads, Curbs, Sidewalks and Alleys (PW95.1038)

RECOMMENDATION:

(a) That the following changes be made in the maximum charges per metre of frontage for Local Improvement construction:

		Maximum Charge per Metre of Frontage	
	Item	Existing 1994	Proposed 1995
i)	Curb Only	$ 54.59	$ 72.00
ii)	Sidewalks Only	91.67	115.00
iii)	Sidewalks and Independent Curbs or Combined Sidewalks and Curbs	124.63	158.00
iv)	Roadway Only	228.66	257.00
v)	Alleys	97.85	107.00
vi)	Roadway and Curbs only (Industrial Subdivisions)	298.70	328.00

(b) That the City Solicitor be authorized and directed to amend the Local Improvement By-law.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above Recommendations.

BACKGROUND:

The present local improvement rates were established by Council on December 14, 1993. The proposed 1995 rates reflect the changes in construction costs since the last rates were approved.

The 1995 rates have been established after reviewing actual 1994 construction costs for the various items. The rates reflect the average rateable cost for a 0.15 metre wide independent concrete curb, 1.5 metre wide concrete sidewalk, 8.5 metre wide asphalt roadway and 3.35 metre wide concrete alley. The 1994 rates proposed by staff were reduced to an across the board increase of 3% by Committee and Council. The 1995 proposed rates show increases ranging from 9% to 32% to catch up to actual construction costs that are eligible to be rated to the abutting owners.

The new rates are intended for application to projects initiated during 1995. The abutting owners will be charged the actual cost of the works or the proposed maximum rate, whichever is less.

RPM/gs

c.c. A.C. Ross, City Treasurer
Ms. P. Noé Johnson, City Solicitor

4(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 23

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Director Of Public Works

SUBJECT: Annual Supply of Asphaltic Concrete and Bituminous Materials, Public Works Department

RECOMMENDATION:

That purchase orders be issued for the supply of Asphaltic Concrete and Bituminous Materials as and when required during 1995 by the Public Works Department in accordance with specifications issued by Purchasing and Vendors' tenders, and financed through Stock Materials Account No. CH56197 60999, as follows:

Asphalt Surface Course (H.M.3)		
Taro Aggregates Ltd., Stoney Creek	picked up	$42.00
Cayuga Materials & Construction Co. Ltd., Cayuga	picked up	43.00
Lafarage Construction Materials, Hamilton	picked up	45.50
Asphalt Binder Course (H.M.5)		
Cayuga Materials & Construction Co. Ltd., Cayuga	picked up	$40.00
Taro Aggregates Ltd., Stoney Creek	picked up	44.00
Lafarage Construction Materials, Hamilton	picked up	45.00
HLS030 Hot Lay, HL-3(HS) Asphalt		
Cayuga Materials & Construction Co. Ltd., Cayuga	picked up	$42.00
Lafarage Construction Materials, Hamilton	picked up	47.00
Taro Aggregates Ltd., Stoney Creek	picked up	48.00
Cationic Asphalt Emulsions CRS-2		
Norjohn Ltd., Thorold		0.2426
Additional Cost to Supply a Tank for Duration of Contract		
Norjohn Ltd., Thorold		No charge

Cationic Asphalt Emulsions CRS-2			
Norjohn Ltd., Thorold	CRS-2	delivered	0.2426
Norjohn Ltd., Thorold	CRS-2 Latex Modified	delivered	0.3102
Cold Laid Stockpiled Patching Material Mixture			
TCG Materials Ltd., Brantford		picked up	$47.00
Taro Aggregates Ltd., Stoney Creek		picked up	65.00
Lafarage Construction Materials, Hamilton		picked up	65.00
Cold Laid Stockpiled Patching Material Mixture			
Capital Paving Inc., Guelph		delivered	$49.70
TCG Materials Ltd., Brantford		delivered	50.00
Premium (Permanent) Asphaltic Concrete Patching Mixture QPR2000			
Lafarage Construction Materials, Hamilton	QPR2000	picked up	$99.00
	RDM6000		$95.00
Premium (Permanent) Asphaltic Concrete Patching Mixture QPR2000			
TCG Materials Ltd., Brantford	QPR2000	delivered	$ 80.00
	RDM6000		$ 89.00
Lafarage Construction Materials, Hamilton	QPR2000	delivered	$103.00
	RDM6000		$ 99.00
Crack Sealing Material			
McAsphalt Industries Ltd., Scarborough		delivered	.2375/lb.
Permaquik Corporation, Mississauga		delivered	.2475/lb.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

Approximately $780,000. was spent in 1994 for this commodity. See spreadsheet attached for comparison prices. Loaded on City of Hamilton trucks at Contractors' plants unless otherwise indicated. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site. The vendor for Cold Laid Patching Material was selected on the basis of yard location for pickup. Standard Asphalt is located in Hamilton. The two lower suppliers are located in Puslinch and Brantford.

CFE/nb

SUPPLIER	ASPHALT SURFACE COURSE (H.M.3.)	ASPHALT BINDER COURSE (H.M.5.)	HLS030 HOT LAY, HL-3(HS) ASPHALT	COLD LAID STOCKPILED PATCHING MATERIAL MIXTURE		PREMIUM (PERMANENT) ASPHALTIC CONCRETE PATCHING MIXTURE QPR2000		CRACK SEALING MATERIAL
	PICKED UP	PICKED UP	PICKED UP	PICKED UP	DELIVERED	PICKED UP	DELIVERED	DELIVERED
Taro Aggregates Ltd. Stoney Creek	42.00	44.00	48.00	65.00				
Cayuga Materials & Construction Co. Ltd. Cayuga	43.00	40.00	42.00					
Lafarage Construction Materials, Hamilton	45.50	45.00	47.00	65.00		$99.00 QPR2000 $95.00 RDM6000	$103.00 QPR2000 $99.00 RDM6000	
TCG Materials Ltd., Brantford				47.00	50.00		$80.00 QPR2000 $89.00 RDM6000	
Capital Paving Inc., Guelph					49.70			.2375/lb.
McAsphalt Industries Ltd., Scarborough								.2475¢/lb.
Permaquik Corp. Mississauga								

SUPPLIER	CATIONIC ASPHALT EMULSIONS CRS-2	ADDITIONAL COST TO SUPPLY A TANK FOR DURATION OF CONTRACT	CATIONIC ASPHALT EMULSIONS CRS-2	
			DELIVERED CRS-2	DELIVERED CRS-2 LATEX MODIFIED
Norjohn Limited, Thorold	0.2426	NO CHARGE	0.2426	0.3102

4(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 23

REPORT TO: K. Christenson
Secretary, Transport and Environment Committee

FROM: D. Lobo
Director of Public Works

SUBJECT: Annual Supply and Delivery of Mixed Portland Cement Concrete, Public Works Department

RECOMMENDATION:

That purchase orders be issued for the supply and delivery of Mixed Portland Cement Concrete as and when required during 1995 by the Public Works Department in accordance with specifications issued by Purchasing and Vendors' tenders and be financed through Stock Materials Account No. CH56197 60999, as follows:

Dufferin Concrete Products, Hamilton	Delivered	Picked up
Sidewalk, Curb & Roadway Concrete	$99.50	$95.50
Unshrinkable Fill	51.00	48.00
Independent Ready Mix Concrete, Hannon		
Sidewalk, Curb & Roadway Concrete	N/A	$100.90

GST and PST extra where applicable. Prices per m^3.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

Approximately $450,000. was spent in 1994 for this commodity. See spreadsheet attached for comparison prices. Picked up or loaded on City of Hamilton trucks at Contractors' plants. Supplier will be chosen on the basis of low bidder first then location of Contractor's plant to job site.

CFE/nb

Annual Supply of Concrete - 1995

All Taxes Extra
Prices per m^3

Supplied/Delivered in Supplier's Trucks Within City and Region Limits and/or Picked Up

SUPPLIER	2% CALCIUM CHLORIDE		HEAT		SIDEWALK & CURB CONCRETE		ROADWAY CONCRETE		UNSHRINKABLE FILL	
	Delivered	Picked Up	Delivered	Picked Up	Delivered	Picked Up	Delivered	Picked Up	Delivered Part I	Picked Up
Dufferin Concrete, Hamilton	**3.00**	**3.00**	**8.00**	**8.00**	**99.50**	**95.50**	**99.50**	**95.50**	**51.00**	**48.00**
Independent Ready Mix, Hannon						**100.90**				

4 (d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 24

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Crescent Oil Company of Canada Limited;
"Industrial Roadside Beautification Program" -
136 Cannon Street West

RECOMMENDATION:

a) That the City of Hamilton enter into an agreement with Crescent Oil Company of Canada Limited for a maximum City contribution of $11,000. being 50% of the initial costs of beautifying adjacent roadside areas.

b) That the City Solicitor be authorized to prepare the necessary legal document and that the Mayor and City Clerk be authorized to execute the document on behalf of the City.

c) That the concept plan for the Industrial Roadside Beautification and attached as Schedule A be approved for implementation.

d) That the maximum amount of $11,000. be charged to Account No. CH 55399 60437 - Industrial Roadside Beautification Program.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The Public Works Department would utilize the 50/50 cost sharing program Centre No. 60437, "Industrial Roadside Beautification Program" to a maximum amount of $11,000., being the City's contribution. Attached for review is the preliminary cost estimate to implement the proposed concept (see Schedule C).

The Public Works Department with the assistance of the Purchasing Division would prepare contract drawings and specifications for tender.

The Law Department will be requested to prepare the appropriate legal agreement. This agreement would include details of payment with regards to actual costs, maintenance provisions, and project implementation.

BACKGROUND:

At its meeting held on 1994 June 28, City Council approved the recommendation for the Director of Public Works to pursue a 50/50 cost sharing arrangement with Crescent Oil Company of Canada Limited. Any proposals were to be forwarded to the Transport and Environment Committee for review.

Public Works Department staff has consulted the private owner on several occasions in order to prepare an agreeable design solution. The attached letter of intent from Crescent Oil Company of Canada Limited represents the approved plan proposed for implementation (see Schedule B).

This plan includes beautifying the road allowance on Railway Street, as well as Cannon Street West. It includes the supply and installation of planting areas, a gate system that allows for screening and security of industrial operations, resurfacing of asphalt areas and permanent visual barriers to buffer unsightly storage of equipment. The large central area allows for the loading and unloading of vehicles while minimizing the encumbrance of the roadway.

Although only a short-term resolution, it is envisioned that the implementation of this improvement plan would alleviate the concerns raised by the residents. A joint venture, such as proposed, will have positive impacts through improved industrial operations, aesthetic improvements and a better understanding by all parties concerned as to the need for co-operation when addressing conflicting residential and industrial land uses.

CFE:RV:bg
Attch.

cc: Alderman V. Agro, Ward Two
Alderman Wm. McCulloch, Ward Two
Alderman F. Eisenberger, Chairman
West Harbourfront Development Study Steering Committee
Mr. J. G. Pavelka, C.A.O.
Mr. D. W. Vyce, Director of Property Department
Mr. M. F. Main, Director of Traffic Services
Mr. L. King, Commissioner of Building Department
Ms. P. Noé Johnson, City Solicitor
Mr. V. J. Abraham, Director of Regional Planning

City of HAMILTON

Project **CRESCENT OIL COMPANY OF CANADA LTD.**

Title **INDUSTRIAL ROADSIDE BEAUTIFICATION PROGRAM — APPROVED CONCEPT**

Date **FEB. 15, 1995.**

Scale **1: 200 metric**

Dwg. No.

SCHEDULE B

CRESCENT OIL

February 24, 1995

Mr. Chris Firth-Eagland
Manager Streets and Sanitation
Department of Public Works
City of Hamilton
City Hall
71 Main St. West
Hamilton, Ontario
L8N 3T4

It is the intent of Crescent Oil Company of Canada Limited to participate fully with the City of Hamilton for the purpose of beautifying roadside areas adjacent to 136 Cannon Street West.

We acknowledge the attached plan as the approved concept for beautification which is proposed for implementation under the City of Hamilton "Industrial Roadside Beautification Program." It is understood that the concept is subject to approval of and changes deemed necessary by any City Departments that may be affected. This concept will not be implemented until a legal agreement has been entered into with the City of Hamilton.

Upon entering a legal agreement, Crescent Oil Company of Canada Limited is willing to contribute 50% of the actual costs to complete this proposed beautification project, to a maximum amount of $11,000.

Yours truly,

Peter Ewen
President

SCHEDULE C

CRESCENT OIL COMPANY LTD.
INDUSTRIAL ROADSIDE BEAUTIFICATION PROGRAM

PRELIMINARY COST ESTIMATE

DATE: January 27, 1995
revised February 24, 1995

PREPARED BY: R. Violin

P.S.T. included; G.S.T. extra

A. Cannon Street West- Main Entrance Beautification

1.	remove existing asphalt	$ 75.00
2.	supply and install 10" concrete curb	$ 1,000.00
3.	asphalt restoration	$ 120.00
4.	supply and install plant material	$ 1,000.00
	TOTAL (A)	**$ 2,195.00**

B. Railway Street- Service Area Beautification

1.	remove existing weed plant material	$ 100.00
2.	remove existing asphalt	$ 100.00
3.	supply and install 10" concrete curb	$ 1,600.00
4.	supply and install plant material	$ 2,000.00
5.	supply and install fence/gate system	$ 4,000.00
6.	supply and install noise barrier wall system*	$ 6,500.00
7.	asphalt repair and regrade	$ 500.00
8.	supply and install (2) bollards	$ 700.00
9.	remove and relocate existing chain link fence	$ 400.00
10.	improvement to concrete approach	$ 600.00
	TOTAL (B)	**$16,500.00**

TOTAL A & B	**$18,695.00**
7% G.S.T.	**$ 1,308.65**
10% DESIGN/SUPERVISION	**$ 1,869.50**
TOTAL	**$21,873.15**

* Noise barrier system is least priority for implementation.

4(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 13

REPORT TO: Mr. Kevin Christenson, Secretary
Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Fleet Services Reorganization

RECOMMENDATION:

1. That the positions of Superintendent of Operations, Fleet Safety Supervisor and Garage Attendant II, be declared redundant; and,

2. a) That the one position of Welder, be declared redundant; and,

   b) The job description of Machinist, be revised to combine the duties of Welder and Machinist and that the position be referred to Human Resources for re-evaluation; and,

3. That the position of Supervisor City Garage in the Fleet Services Division of Public Works, be referred to Human Resources for re-evaluation; and,

4. That the position of Administrative Co-ordinator in the Fleet Services Division of Public Works, be referred to Human Resources for re-evaluation; and,

5. That Registered Mechanical Apprentices in the Fleet Services Division of Public Works be awarded the position of Licensed Mechanic T2A, Local 5, upon completion of their apprenticeship and the passing of their Certificate of Qualification, and upon being awarded the position of licensed mechanic the position left vacant be declared redundant.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The elimination of the Fleet Safety Supervisor (1.0 F.T.E.), Superintendent of Operations (1.0 F.T.E.), Welder (1.0 F.T.E.), Garage Attendant II (1.0 F.T.E.) and; the potential upgrading of four Apprentice Mechanics, Supervisor City Garage, Administrative Co-ordinator nets an annual savings of approximately $ 143,929.00.

BACKGROUND:

The reorganization of Fleet Services and the reclassification of staff was mandated by the Transport and Environment Committee, and approved by City Council on June 29, 1993, in adopting Item 64 of the Eighth Report of the Transport & Environment Committee. Fleet Services has taken the process further due to additional amalgamations and retirements.

Our main goal in the proposed re-organizational plan of Fleet Services is to reduce staff complement and to attain a more efficient and versatile staff with increased job responsibilities and duties. Fleet Services will be providing an expanded service while maintaining and improving efficiency and effectiveness, while not increasing the mill rate or salary structure.

The responsibilities of Fleet Services has grown in the past two years. Recent amalgamations of the City Garage and the Fleet Safety Division has resulted in increased responsibilities and job diversities. While additional staff was gained through the merger of City Garage and Fleet Services, an overall reduction of staff has occurred through the amalgamation of the Fleet Safety Division, City Garage and Fleet Services, due to early retirement packages and the declaration of redundant positions. The early retirement of the Fleet Safety Supervisor resulted in the dispersal of those duties among the Fleet Manager, City Garage Supervisor, various Foremen and office staff.

The merger of City Garage and Fleet Services has allowed the City Garage Supervisor to delegate some of his former non-supervisory duties among the staff of Fleet Services, while better allowing the opportunity to expand the managerial aspects of the City Garage Supervisor and blend in some of the duties of the former Fleet Safety Supervisor, which include co-ordinating the WHMIS program, driver training and accident review, driver management/development programs and various safety related courses for all of Public Works employees.

BACKGROUND: Cont'd....

The position of the Superintendent of Operations became vacant when the Manager's position was filled by the former Superintendent of Operations. Declaring this position redundant has placed additional responsibilities such as: accident repair estimates, accident investigation, scheduling of overtime, report writing, budget control, supervision of staff etc. to be disseminated among the Manager, City Garage Supervisor, various Foremen and Administrative Co-ordinator.

Fleet Services recommends that the vacant Welder's position be declared redundant. The additional duties of welding can be performed by the Machinist/Welder. With minimal training and with a re-evaluation, this position can incorporate the additional duties. This will allow us to better utilize the position of Machinist, creating a more efficient and versatile staff, while still affording us the opportunity to maintain our level of service.

Recent Ministry of Transportation requirements have greatly increased the amount of safety dump inspections that the City of Hamilton is required to perform on it's fleet. In 1994 the weight class for inspections has dropped from 10,000 kg to 4,500 kg increasing the vehicles to be inspected by approximately 120 percent. The only staff that are approved by the Ministry of Transportation to sign and inspect vehicles for safety inspections are licensed mechanics. Therefore it is Fleet Services goal to train all mechanical staff to be licensed mechanics. Presently the only options available are to pay overtime to the present complement of staff or contract the work out. Increasing the complement of licensed mechanics, while declaring the position of non-licensed mechanic redundant, will rectify this problem with improved employee morale and efficiency.

Fleet Services has four registered mechanic apprentices who are involved in the five year Ministry of Skills Development program for licensed mechanics. The Ministry has declared the position of licensed motor mechanic as a critical skills shortage in Ontario. Fleet Services has recognized the problem in our own community and have watched employees that the Corporation has gone to great expense to train, leave for greener pastures. We believe we have rectified this problem through competitive wage packages and apprenticeship programs. Unfortunately, with the low turnover rate, apprentices are now expected to wait for a posting in order to be promoted to the position of licensed mechanic, even though they already carry out the major responsibilities and are qualified to do the job.

CPG/

cc. J. G. Pavelka, P.Eng., Chief Administrative Officer
J. Johnston, Commissioner of Human Resources
A. Ross, City Treasurer
L. Stasuik, President, C.U.P.E. Local 5

5(a)

THE REGIONAL MUNICIPALITY
OF HAMILTON - WENTWORTH

OFFICE OF THE CITY CLER
FEB 2 3 1995
REC. BY SGH DATE
REF'D. TO DATE
REF'D. TO DATE
REF'D. TO DATE
ACTION:

February 22, 1995

Dear Municipal Clerk:

Regional Council, at its meeting of January 24, 1995, adopted the Canadian Declaration on Climate Change on the Urban Environment that was developed by the Federation of Canadian Municipalities and the International Council for Local Environmental Initiatives. The Region will now be developing a local action plan to reduce air emissions and greenhouse gases.

When Regional Council adopted the Declaration, it also requested that the area municipalities be encouraged to sign and participate in the agreement. A copy of the Council report is enclosed for your consideration.

If you require any additional information when considering this matter, please contact Beth Goodger of the Environmental Services Department at 546-5427.

Yours very truly,

Terry Cooke
Regional Chairman

Encl.

P.O. Box 910, Hamilton, Ontario L8N 3V9
Tel (905) 546-4200 Fax: (905) 548-2340

REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk

1. Cities for Climate Protection Campaign (ENV-95-002/PLA-95-001)

a) That the *Canadian Declaration on Climate Change and the Urban Environment*, as developed by the Federation of Canadian Municipalities and the International Council of Local Environmental Initiatives, be adopted which commits to the development of a "local action plan" to reduce air emissions and greenhouse gases, reduce energy use and emissions associated with municipally controlled buildings and vehicles, and undertake initiatives to change public attitudes;

b) That a copy of Report ENV 95-002 and the signed declaration be forwarded to the President of the Canadian Federation of Municipalities;

c) That a copy of Report ENV 95-002 be forwarded to the six area municipalities and they be encouraged to sign and participate in the agreement.

I hereby certify the foregoing
to be a true copy of Item 1 of
Report 1-95 of the Chairman's Report
which was approved by Regional Council on
January 24, 1995.

Dated at the City of Hamilton this 22nd day of February, 1995.

M. A. Rallo

Michael A. Rallo
Deputy Clerk

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

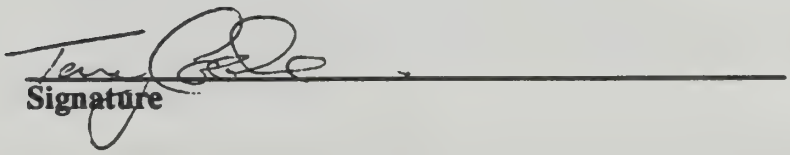
Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

THE REGIONAL MUNICIPALITY
OF HAMILTON - WENTWORTH

Office of the Chairman

Adopted by the Council of THE REGIONAL MUNICIPALITY OF HAMILTON-WENTWORTH

On the date of TUESDAY, JANUARY 24, 1995



Signature

Terry Cooke
Name of Contact

Regional Chairman
Title

(905) 546-4200
Telephone Number

(905) 546-2340
Fax Number

P.O. Box 910, Hamilton, Ontario L8N 3V9
Tel: (905) 546-4200 Fax: (905) 546-2340

REGION OF HAMILTON-WENTWORTH

-RECOMMENDATION-

DATE: January 6, 1995
CMPP E. Goodger (Y63.2)

REPORT TO: Members of Regional Council

FROM: Regional Chairman
Terry Cooke

SUBJECT: **Cities for Climate Protection Campaign** (ENV-95-002/PLA-95-001)

RECOMMENDATION:

a) That the *Canadian Declaration on Climate Change and the Urban Environment*, as developed by the Federation of Canadian Municipalities and the International Council of Local Environmental Initiatives, be adopted which commits to the development of a "local action plan" to reduce air emissions and greenhouse gases, reduce energy use and emissions associated with municipally controlled buildings and vehicles, and undertake initiatives to change public attitudes;

b) That a copy of Report ENV 95-002 and the signed declaration be forwarded to the President of the Canadian Federation of Municipalities;

c) That a copy of Report ENV 95-002 be forwarded to the six area municipalities and they be encouraged to sign and participate in the agreement.

Terry Cooke

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

The development of initiatives under the Climate Protection Campaign would be carried out through existing programs within the Planning Department and Transportation/Environmental Services Group.

Cont'd...

Cities for Climate Protection Campaign

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making.)

There is scientific evidence that increasing amounts of greenhouse gases[1] in the atmosphere will result in global warming which means changes in the climate such as increased temperatures, changes in precipitation levels, wind patterns, and ocean circulation. These changes can have environmental, social, and economic impacts if efforts are not taken to control the net emissions of greenhouse gases.

For example, scientists predict that the climate changes will result in lower water levels in the Great Lakes. Potential impacts for Hamilton-Wentworth could include changes to the local environment, reduced usage of Hamilton Harbour for shipping and resulting loss of jobs in the shipping sector and changes in manufacturing costs due to use of alternate transportation modes for raw materials.

The impacts of climate change can be mitigated through action at all levels including municipalities. Municipal governments play an important role because urban areas are major sources of greenhouse gases. Planning and policy making at the Regional level shapes the urban form and influences local energy intensity, the amount of energy each person consumes annually. Municipalities can also lead by example by examining their own operations in areas such as procurement policies, energy use in its buildings and fleet management.

Endorsement of the Canadian Declaration on Climate Change and the Urban Environment is consistent with Vision 2020 and is considered to be a reinforcement of goals that have already been set by the Region. The following Vision 2020 goals are in support of the Declaration:

- ensure the Region has the best air quality of any major urban area in Ontario by the year 2000, as determined by the Ministry of Environment and Energy
- reduce and virtually eliminate hazardous waste
- reduce the consumption of non-renewable energy sources
- develop a system of interconnected and protected natural areas
- curb urban sprawl and suburban encroachment

---

[1] ***Greenhouse gases, such as water vapour, carbon dioxide, methane, and nitrous oxide, are present in the earth's atmosphere. The atmosphere keeps the earth warm by allowing energy from the sun to reach the earth's surface, where it is absorbed and re-emitted as heat. Greenhouse gases trap some of this heat and prevent it from escaping into space. Although these gases are necessary for life on the earth, increasing amounts are increasing the average temperatures and causing global warming.***

Cont'd...

Cities for Climate Protection Campaign

SUSTAINABLE COMMUNITY IMPLICATIONS: (Cont'd)

- encourage only that development which makes efficient, and economical use of infrastructure and services
- reduce commuting distances
- encourage, promote, and facilitate everyday use of alternative movement, such as, walking, bicycling, and public transit
- develop an integrated sustainable transportation system for people, goods, and services

BACKGROUND:

The Federation of Canadian Municipalities (FCM) and the International Council for Local Environmental Initiatives (ICLEI) are encouraging municipalities to sign the Canadian Declaration on Climate Change and the Urban Environment. The Declaration is a six page document (copy attached) which acknowledges the need to reduce greenhouse gas emissions, local government's role in addressing the problem and commits the signing municipality to:

- develop an action plan to reduce local emissions of greenhouse gases;
- reduce energy use and emissions associated with municipally controlled buildings and vehicles; and
- undertake initiatives to change public attitudes and behaviour.

The Declaration has no set requirements or elements, leaving flexibility to develop an action plan that is best suited to the municipality. For the Region, signing of the Declaration would give formal recognition to actions that it is already taking in these areas. As a signatory, the Region would also be entitled to receive a basic framework on planning and management for climate change issues, information from other local authorities taking similar actions, the opportunity to join pilot projects and network with municipalities at workshops and conferences.

The Declaration outlines several carbon dioxide (CO_2) strategies that can used be used to reduce energy intensity and CO_2. These strategies are listed in the following table along with the initiatives that the Region is already taking in these areas.

Cont'd...

Cities for Climate Protection Campaign

Declaration Strategy	Regional Initiative
Urban Form and Greenspace Management	Regional Council adopted a new Official Plan in June 1994 which provides policy direction to promote a compact/diverse urban form and manage natural areas and resources in a manner which respects ecological processes and sustainablility.
Buildings	Some energy retrofits have already been done and other opportunities are being explored through the Comprehensive Municipal Pollution Prevention (CMPP) Project. The goal of this Project is to develop a pollution prevention implementation plan to ensure that the Region's own house is in order.
Electric and Gas Utilities and Utility Regulation	Not within Regional Government jurisdiction. Presently working with local utilities to explore opportunities.
Transportation	A Transportation Review is currently underway by Public Transit to provide direction to balance Regional spending between roads, parking, public transportation, pedestrian and bicycling facilities. A Bicycle Commuter Study has also been completed which sets out a master plan for developing a bicycle transportation network. The plan was endorsed by Council and is now being implemented.
Waste and Resource Management	Household Hazardous Waste Program; as part of the new waste management system contract: leaf and yard waste composting, collection and recovery of CFCs.
Procurement Policies	Conversion of Hamilton Street Railway Fleet to natural gas. Other areas are being addressed as part of the CMPP Project.
Education and Training	Region's partnership in the Green Community Initiative. This community based effort will encourage citizens, schools and small businesses to practise energy and water conservation, and waste reduction.
Advocacy at Provincial and National Levels	Region has taken on a leadership role through its involvement in initiatives such as the Agenda 21 Model Community Program and the CMPP Project.

Hamilton-Wentworth took on an important leadership role for other local jurisdictions when it was recognized as a Local Agenda 21 Model Community in November 1993. The Region's efforts in environmental protection were again recognized in December 1994 when it was awarded the Municipal Canadian Environmental Achievement Award by Environment Canada. The Region is establishing itself as a global leader in the development of a sustainable community by taking action to achieve its goals as set out in Vision 2020.

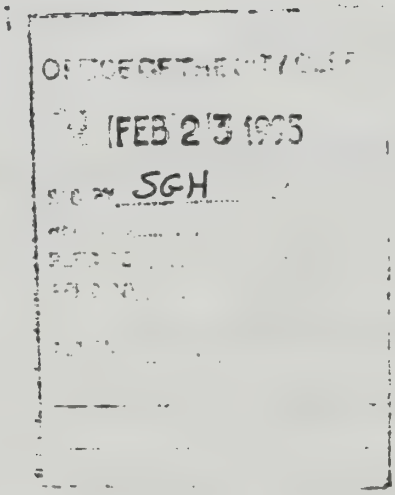
/AAG/
Attach.

5(b)

REGIONAL MUNICIPALITY OF HAMILTON-

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk



February 23, 1995

Mr. Joseph J. Schatz
Clerk
City of Hamilton
71 Main Street West
2nd Floor
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council at its meeting held on Tuesday, February 21, 1995, approved Item 13 of the Environmental Services Committee Report 3-95, as follows:

13. Sewer Laterals - Ownership and Maintenance (ENV 95-018)

a) That the Senior Director of Environmental Services be authorized and directed to prepare a detailed review of Option 2, as outlined in Report ENV 95-018, and report back to the Environmental Services Committee;

b) That the Senior Director of Environmental Services be authorized and directed to develop an appropriate method of payment for work done by contractors and report back to the Environmental Services Committee;

c) That the City of Hamilton continue to be responsible for costs related to tree root damage/blockage from a City tree. **Item 4.16**

It would be appreciated if the above-noted recommendation and attached report could be forwarded to the appropriate Standing Committee for their information. Should you require further information with respect to this item, please do not hesitate to contact our office.

Yours truly,

Lynda Sohal (Ms.)
Legislative Assistant

LS/
attach.

119 King Street West, 15th Floor
P.O. Box 910

Tel. (905) 546-4154
Fax (905) 546-2546

REGION OF HAMILTON-WENTWORTH
- RECOMMENDATION -

DATE: January 31, 1995
E.S.C. File - L. Gohier

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: **Sewer Laterals - Ownership and Maintenance** **ENV 95-018**

RECOMMENDATIONS:

a) That Option 2, as outlined in Report ENV 95-018, be adopted in principle;

b) That the Senior Director of Environmental Services be authorized and directed to prepare a detailed review of Option 2, as outlined in Report ENV 95-018, and report back to the Environmental Services Committee;

c) That the Senior Director of Environmental Services be authorized and directed to develop an appropriate method of payment for work done by contractors and report back to the Environmental Services Committee;

d) That the City of Hamilton continue to be responsible for costs related to tree root damage/blockage from a City tree.

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Not applicable at this time.

SUSTAINABLE DEVELOPMENT IMPLICATIONS:

(Vision 2020, adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making).

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

BACKGROUND:

In July 1994, Environmental Services presented a private drain report specifically on 56 East 36th Street, Hamilton (ENV 94-087). The Environmental Services Committee subsequently requested a policy report on the overall issue of ownership and maintenance of private drains.

A sewer lateral is known under two different names depending upon which section is referred to:

- private drain: the length of pipe from the Regional sewer in the street or right-of-way to the property line, and

- yard sewer: the length of pipe from the property line to the building being serviced.

There are two basic issues that must first be addressed in the review of sewer laterals:

- the ownership issue: the perception that the Region is responsible for the operation and maintenance of the entire sewer lateral since it offers sewer services.

- the financial issue: the perception that the public is entitled to sewer lateral maintenance by the Region since they pay a sewer surcharge as part of their water bill.

OWNERSHIP ISSUE:

Other Utilities:

Some confusion exists with respect to ownership and responsibility for sewer laterals as a result of what other utilities provide as a level of service:

- Hydro:

  Hydro provides service and maintenance up to and including ownership of the hydro meter. The user is then responsible for all repairs and maintenance costs of the internal wiring, including the wiring that leads up to the plug-ins, the plug-ins themselves, and the appliances that he/she wishes to use.

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

- Telephone:

  Bell provides service and maintenance up to the jacks that they install inside a building, including the wiring leading up to those jacks, and those phone(s) that they rent. The user is then responsible for all repair and maintenance costs of any other wiring, plug-ins and "appliances" (e.g. faxes, phones, computers, etc.) that he/she installs him/herself.

- Cable TV:

  Cable TV companies provide service and maintenance up to the outlets that they install inside a building, including the wiring leading up to those outlets and those device(s) that they install, rent, or provide. The user is then responsible for all repair and maintenance costs of all other wiring, plug-ins, and "appliances" (e.g. televisions, stereos, etc.) that he/she installs him/herself.

- Natural Gas:

  Gas companies provide service and maintenance of the gas main in the public right-of-way, as well as the gas service from that main, generally right up to the owner's appliances. The owner is then responsible for repair and maintenance of all appliances they wish to connect to that gas service.

The Environmental Services Department operates water and sewer utilities as per the Municipal Act, and does not provide services up to and inside buildings like the other utilities. We provide water and sewer services in two different and distinct manners:

- Water:

  The Region provides service and maintenance on the public right-of-way (usually the street) in the form of a watermain as well as provides a water service and maintenance of that service up to the property line, while the owner is responsible for the service pipe from the property line to the water meter. The Region is responsible for the water meter, and the owner is responsible for all internal plumbing and "appliances" connected after the water meter. This is the way most municipal and regional governments operate, subject to their particular mandate. Furthermore, any pipe within the building and up to the property line outside the building falls under the Building Code, and therefore installation is not inspected by Regional forces.

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

- Sewer:

  The Region provide services and maintenance on the public right-of-way (usually the street) in the form of a sewer, while the owner is responsible for the entire sewer lateral from this sewer to the building in question, including all maintenance and operating costs (except for those exceptions made under the notwithstanding clause in the Regional By-law). The property owner is also responsible for all internal plumbing and "appliances" connected to that service. Furthermore, any pipe within the building and up to the property line outside the building falls under the Building Code, and therefore installation is not inspected by Regional forces.

The average sewer lateral is 20 meters in length, i.e. 10 meters on the road allowance and 10 meters on private property. Based on an estimated 90,000 sanitary services in the Region and 30,000 storm services in the City of Hamilton, this would represent an additional 2 400 kilometres of infrastructure to be maintained in perpetuity (as well as all new sewer laterals to be built) should the Region decide to take ownership of sewer laterals. The Region currently owns and operates an estimated 2 200 kilometres of sewers. To take over ownership of sewer laterals would then result in more than doubling the Regional sewer inventory.

Other Municipal Utilities:

An extensive telephone survey was carried out of 11 regional municipalities and 30 local municipalities across the province of Ontario, with populations in excess of 70,000 persons. Their mandates with respect to water and sewer utilities varied, therefore, the number of responses was not always consistent. However, their responses to specific questions with respect to sewer laterals were relatively consistent as one can see from the following summary table:

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

ISSUE:	REGION/CITY:	OWNER:
Responsibility for cleaning -		
a) storm sewer laterals		
i) portion within road allowance	22	7
ii) portion on private property	1	26
b) sanitary sewer laterals -		
i) portion within road allowance	22	7
ii) portion on private property	2	27
Responsibility for repairs -		
a) storm sewer laterals		
i) portion within road allowance	25	5
ii) portion on private property	-	30
b) sanitary sewer laterals -		
i) portion within road allowance	25	5
ii) portion on private property	1	29

There are some 200 footnotes that accompanied this survey, in order to clarify more precisely the answers provided. However, the table does reflect in a general way the position taken by these municipal utilities.

Current Regional Sewer By-law:

The Regional Sewer and Drain By-law R79-172, as amended, clearly states that the owner is responsible for all repairs, maintenance, and replacement of any yard sewer and private drain connected to his/her property. In other words, the sewer lateral is, in its entire length, i.e. yard sewer and private drain, under the ownership of the property owner.

There is, however, a "notwithstanding" clause in the By-law that states that the Region may pay expenses incurred by the owner in the repair of a break in the private drain. Legal counsel advised us that this section is permissive, and therefore does not obligate the Region to pay and allows the Region to define "break". In the past, staff have consistently defined "broken" to mean collapsed and interrupting the flow. Any other definition would have a

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

significant impact on the Department's budget with respect to repairing broken private drains.

FINANCIAL ISSUE:

An issue of financial concern is that, because of the age of the infrastructure, the number of sewer laterals requiring major repairs have been increasing in the last few years. Regional expenditures made under the notwithstanding clause in the By-law therefore have also increased. It should be noted that these substantial expenditures are for a very small and limited focus of responsibility: repairs to the private drain portion only and only for those that are considered broken. This upward trend is illustrated in the following table:

YEAR:	NUMBER OF SERVICES REPAIRED:	APPROXIMATE EXPENDITURE: (including reinstatement)
1991	60	$360,000
1992	70	403,000
1993	112	616,000
1994	122	720,000

All utility rates are based on at least two basic parameters: what you offer to your customers, and at what level of service. There might be a perception that the public is entitled to sewer lateral maintenance by the Region since it pays a sanitary sewer surcharge as part of the water bill (and a stormwater levy on their tax bill). The reality is that the current sanitary sewer surcharge covers only the following expenditures:

- Capital Costs: for sanitary sewers, sewage pumping stations and other system appurtenances, as well as sewage treatment plants.
- Maintenance and Operating Costs: for sanitary sewers, sewage pumping stations and other system appurtenances, as well as sewage treatment plants.
- Financial and Administrative costs of these programs.

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

The total cost of the sanitary sewer program in 1995 is estimated to be just over $32 million, with some $26.5 million coming from the sanitary sewer surcharge on water bills. The cost of owning and maintaining sewer laterals is not included in the current sanitary sewer surcharge, and the rate would have to be increased substantially to include this additional service to the public. An upward adjustment would also have to be made to the storm levy charged to City of Hamilton residents.

Options and Discussion:

There are numerous options that exist with respect to ownership and maintenance of sewer laterals. However, any option based on the status quo would simply perpetuate the existing system. Even a modified version of the status quo, (i.e. service lateral entirely owned and maintained by the property owner, with a notwithstanding clause to deal with broken sewers on an exception basis and a clearer definition of "broken" to mean a failed pipe that is impeding flow) would leave four significant issues that would not be addressed:

- confusion over service as a sewer utility would still be unresolved.
- continued escalation of Regional costs for "broken" private drains.
- an increasingly large number of requests for special consideration, as many services will be reaching the end of their useful life in the next decade or two. Simply processing these requests would be a significant financial expenditure of public funds: field inspections, sewer cleaning to confirm problems and staff reports prepared for consideration by Council.
- difficulty in defining the criteria for consideration on humanitarian grounds, thereby leaving this option open to some inequities as well as potential abuse.

There are five options that merit further consideration:

Option 1: Full ownership of the sewer lateral by the property owner, with no involvement whatsoever from the Region (except for obvious damages caused by our construction and maintenance operations, which we would be liable for like any other utility operator).

This "all or nothing" approach is not perfect, but it is the simplest for both the public and the Region. It delineates the responsibilities for maintenance and repair costs as best as it

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

can be done. The inspection, cleaning, and repair costs would be entirely the responsibility of the property owner.

Option 2: Full ownership of the sewer lateral by the property owner, with program administration by the Region.

Homeowners often enter into a contract for maintenance of their major appliances or their furnace for a fixed annual amount. The cost varies with the services to be provided and the value of the asset the owner wants to protect. For example, a comprehensive maintenance contract for a major appliance (replacement value of $400 to $600) costs $30 to $60 per year, while a similar contract for a furnace (replacement value of $2,000) costs $125 to $170 per year. In essence, homeowners are really engaging in some form of collective insurance in trying to spread the risk to as many people as possible. The contractors are in fact also doing the same thing.

The basis of this option would then be risk management on both sides. Under this option, a property owner would be purchasing from the Region a service: for a fixed annual price, the Region would perform any maintenance or repair to the owner's sewer lateral. There might even exist a number of price options, depending on the services the owner wishes to be guaranteed by the Region. In this way, the property owner would be protected against major unexpected expenditures, much like any other maintenance contract he/she may enter into.

Based on estimates provided in Appendix "A", the cost of an agreement with the Region for a sewer lateral (replacement value in the order of $10,000 depending on a number of factors) would probably be in the order of $160 per year. As one can see, this represents good value for money. This program could be managed on a user-pay cost-recovery basis, and would grow in terms of budget allocations (staff, contracts, etc.) as the number of customers grow.

The public currently pays contractors directly for these services, as well as an amount on their water bill to cover the cost of repairing "broken" private drains. The annual charge being proposed would replace these unexpected and high repair costs.

Option 3: Full ownership of the sewer lateral by the Region, with the Region liable in perpetuity for all repair and maintenance costs for the entire length of the sewer lateral.

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

As for Option 1, this "all or nothing" approach is not perfect, but it is the simplest for both the public and the Region. It delineates the responsibilities for maintenance and repair costs as best as it can be done. It is the exact opposite of Option 1, with the inspection, cleaning and repair costs entirely the responsibility of the Region.

Although this option is surely the most attractive from the individual owner's perspective, it is also the most expensive option from the Region's perspective. The basis for choosing this option would then have to be the answer to the following questions: what level of burden does Council wish the Region to bear? does Council want the Region to become the insurer for everyone?

The takeover of all sewer laterals by the Region would more than double the sewer infrastructure that the Region currently owns and operates. Should the Region decide to adopt this option, appropriate levels of service need to be implemented in order to minimize legal liabilities as well as protect the infrastructure in a cost-effective manner. A preliminary estimate is outlined in Appendix "A". It should be noted that although the overall costs may appear to be quite high, the actual annual cost per property owner is lower than or in line with other utilities. The average bill for two utilities (water and sewer) would rise from $220 per year to $380 per year under this scenario, which is approximately $30 per month. This is the average for either cable TV or telephone alone, and far below typical hydro and gas bills.

The main problem with this option is that the Region does not control what the public puts down the sewer, and would nevertheless be liable for all damages to that sewer lateral.

Option 4: Split responsibility, i.e. property owner entirely and solely responsible for the yard sewer portion of the sewer lateral, with the Region entirely and solely responsible for the private drain portion.

This option is the one that is traditionally followed by most municipal utilities. Although the most common, this option is quite difficult to manage for the following reasons:

- the confusion over service as a sewer utility is still unresolved.
- there is always dispute as to where the property line really is, and short of a legal survey it cannot be determined easily.

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

- a problem can occur anywhere along the pipe. If the problem is quite extensive and/or is located at or near the property line, many questions arise: who pays for the sewer inspection and sewer cleaning to determine the location and extent of the problem? who hires the contractor? who pays? who collects from the other? etc. There can be significant expenditures of public funds if the Region is to coordinate such work.

- there is no material difference in the pipe, between the sewer in the street and the building. Therefore, it is difficult to explain the rationale of drawing the line of responsibility at the property line.

Option 5: Dual ownership option, i.e. option based on the concept of "joint ownership". This option would conceptually work in the following manner:

- The Region would take the lead in maintaining sewer laterals, by establishing preventive programs (i.e. inspection and cleaning) as shown in Appendix "B".

- The Region would coordinate any repair work that would need to be done at the time of inspection and cleaning.

- Inspection, cleaning, and repair costs would be shared equally by the Region and the property owner at the time the work is done. The property owner would be sent an invoice for the work performed, either as part of the water bill, the tax bill, or a direct invoice.

- property owners with combined sewer laterals would receive a single invoice for their share of the work performed. Property owners with separate sanitary and storm services would receive an invoice for work performed on each individual sewer lateral.

Although a bit awkward to administer, this option would have the advantage of:

- minimizing the impact of increasing public expenditures.

- resolving the issue of service to the building as most utilities do.

- having the property owners pay in a more equitable manner according to the actual state of their sewer laterals while still enjoying a certain degree of protection and assistance from local government by spreading some of the risks to all taxpayers.

Cont'd. . . .

Sewer Laterals - Ownership and Maintenance

Cont'd. . . .

CONCLUSION:

Sewer laterals are the forgotten components of a sewer utility that by itself suffers from the "out of sight, out of mind" syndrome. And yet, sewer services are one of the primary services essential to the economic, social, and environmental well-being of a community.

To our knowledge, the Region of Hamilton-Wentworth is the first (if not the only one) to review their role with respect to sewer laterals in such a comprehensive and creative manner. Any option other than the status quo will result in an increased level of service to the public, with related financial implications. This issue is indeed a very complex one, with no easy answer. Any solution should be as equitable as possible from a financial point of view, as well as from a level of service point of view. It would appear that Option 2 provides the best combination of these two considerations, and yet still respects the owner's right to make his/her own decision with respect to risk management.

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Attachs. (2)
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APPENDIX "A"

Conceptual Estimated Cost For Taking Over Responsibility For Entire Sewer Lateral (both yard sewer and private drain)		
•	Assume 90,000 sanitary services and 30,000 storm services	
1.	response to inquiries and complaints, say 3,000/year (or 2.5% of services) cost = $100 X 3,000	$ 300,000
2.	additional utility locates, say 2,000/year cost = $80 X 2,000	160,000
3.	response to flooding situations, say 3,000/year	
	• staff call-out: 3 hours @ $40/hour (1-person crew) cost = $120 X 3,000	360,000
	• cleanup for 50% of calls: 3 hours @ $80/hour (2-person crew) X 1500	360,000
	• legal/insurance adjuster for 50%: $250 X 1500	375,000
	• say 10% of sewers must be videoed, capacity calculations done, computer modelling, storm analysis, etc.: $500 X 300	150,000
	• say must pay damage claims for 10%: $2,000 (average) X 300	600,000
4.	preventive maintenance: clean and inspect every 15 years cost = $300 X 8,000/year	2,400,000
5.	repairs: • assume 1 minor repair/service every 30 years cost = $1,000 X 4,000/year	4,000,000
	• assume 1 major repair/service every 50 years cost = $4,000 X 2,400/year	9,600,000
	SUB-TOTAL	18,305,000
6.	add 5% for program administration	915,000
	GRAND TOTAL	$ 19,220,000

Unit Costs:

- per service: $19,220,000/120,000 = $160 per year
- per capita: $19,220,000/360,000 = $53 per year
  (assume population of 450,000 and 80% is serviced)

APPENDIX "B"

Conceptual Estimated Cost For Joint Ownership Of Entire Sewer Lateral (both yard sewer and private drain)			
•	Assume 90,000 sanitary services and 30,000 storm services	Region Costs:	Owner Costs:
1.	response to inquiries and complaints, say 3,000/year (or 2.5% of services) cost = $100 X 3,000	$ 300,000	
2.	additional utility locates, say 2,000/year cost = $80 X 2,000	160,000	
3.	response to flooding situations, say 3,000/year		
	• staff call-out: 3 hours @ $40/hour (1-person crew) cost = $120 X 3,000	360,000	
	• cleanup for 50% of calls: 3 hours @ $80/hour (2-person crew) X 1,500	360,000	
	• legal/insurance adjuster for 50%: $250 X 1500	375,000	
	• say 10% of sewers must be videoed, capacity calculations done, computer modelling, storm analysis, etc.: $500 X 300	150,000	
	• say must pay damage claims for 10%: $2,000 (average) X 300	600,000	
	SUB-TOTAL	2,305,000	-
4.	preventive maintenance: clean and inspect every 15 years cost = $300 X 8,000/year	1,200,000	$1,200,000
5.	repairs:		
	• assume 1 minor repair/service every 30 years cost = $1,000 X 4,000/year	2,000,000	2,000,000
	• assume 1 major repair/service every 50 years cost = $4,000 X 2,400/year	4,800,000	4,800,000
6.	add 5% for program administration	915,000	
	GRAND TOTAL	$11,220,000	$8,000,000

Region Costs:
- per service: $11,220,000/120,000 = $93.50 per year
- per capita: $11,220,000/360,000 = $31 per year (assume population of 450,000 and 80% is serviced)

Owner Costs:
- per service: 50% of actual cost of work performed

5(c)

REGIONAL MUNICIPALITY OF HAMILTON

Office of the Clerk

Robert C. Prowse, Clerk
Michael A. Rallo, Deputy Clerk

OFFICE OF THE CITY CLERK

FEB 2 3 1995

REC. BY SGH DATE
REF'D. TO DATE
REF'D. TO DATE
REF'D. TO DATE
ACTION:

February 23, 1995

Mr. Joseph J. Schatz
Clerk
City of Hamilton
71 Main Street West
2nd Floor
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Regional Council at its meeting held on Tuesday, February 21, 1995, approved Item 9 of the Environmental Services Committee Report 3-95, as follows:

9. City of Hamilton Report - Leaf and Yard Waste Management (ENV 95-014)

a) That the City of Hamilton be advised that the Region of Hamilton-Wentworth will not provide Leaf and Yard Waste composting site services in 1995;

b) That the Senior Director of Environmental Services be authorized and directed to negotiate, through the Waste Management Coordinating Committee, the roles and responsibilities of the Region and the Area Municipalities with respect to the implementation of a Leaf and Yard Waste composting program to be established under the new Waste Management Service Agreement(s). **Item 4.10**

It would be appreciated if the above-noted recommendation and attached report could be forwarded to the appropriate Standing Committee for their information. Should you require further information with respect to this item, please do not hesitate to contact our office.

Yours truly,

Lynda Sohal (Ms.)
Legislative Assistant

LS/
attach.

119 King Street West, 15th Floor
P.O. Box 910

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

REGION OF HAMILTON-WENTWORTH

-RECOMMENDATION-

DATE: February 2, 1995
E309-20C (P. Jensen)

REPORT TO: Chairman and Members
Environmental Services Committee

FROM: P. J. Halliday
Senior Director
Environmental Services

SUBJECT: **City of Hamilton Report - Leaf and Yard Waste Management**

ENV 95-014

RECOMMENDATION:

a) That the City of Hamilton be advised that the Region of Hamilton-Wentworth will not provide Leaf and Yard Waste composting site services in 1995;

b) That the Senior Director of Environmental Services be authorized and directed to negotiate, through the Waste Management Coordinating Committee, the roles and responsibilities of the Region and the Area Municipalities with respect to the implementation of a Leaf and Yard Waste composting program to be established under the new Waste Management Service Agreement(s).

P. J. Halliday

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Due to budgetary limitations, the Region will be unable to provide Leaf and Yard Waste Composting site services, costs for which were expected to approach $1,000,000 , in 1995. These costs, given the Region's financial obligations under the existing Laidlaw Contract, are not offset or recovered through a corresponding reduction in disposal costs.

It is expected that the absence of a financial incentive to reduce waste will be reconciled in 1996. The Region's recently issued Request for Proposals (RFP) specifically requests that disposal costs be charged, in part, on the basis of tonnes delivered, and not entirely according to a fixed rate.

Cont'd...

City of Hamilton Report - Leaf and Yard Waste Management

FINANCIAL/STAFFING/LEGAL IMPLICATIONS (cont'd):

Under Ontario Regulation 101/94, local municipalities with a population of 50,000 or more are required to have a "leaf and yard waste system" commencing January 1, 1995. This system includes the provision of a leaf and yard waste composting site and transportation of collected or accepted leaf and yard waste to such a site. The Region has no legal obligation under this Regulation to provide such a system in 1995. Conversations with Ministry of Environment and Energy representatives confirmed Regional staff's understanding that the responsibility for meeting the regulation lies with the lower tier municipalities (Hamilton, Dundas and Stoney Creek).

The Region's obligations with respect to a leaf and yard waste system, however, do arise on January 1, 1997 when under the recent amendments to the Municipal Act, Regional Municipalities Act, and the Regional Municipality of Hamilton-Wentworth Act the Region is deemed to have passed a by-law to assume "waste reduction powers" (including leaf and yard waste composting), except for collection, from all its area municipalities. Under the Regional Municipalities Act, the Region may also assume any such powers by by-law, including collection, before January 1, 1997 if a specific voting procedure is followed.

SUSTAINABLE COMMUNITY IMPLICATIONS:

(Vision 2020 , adopted by Regional Council as their vision for the future of Hamilton-Wentworth, embodies the concept of a sustainable community which is an equal balance of the economy, the environment, and social/health factors in all regional decision-making)

Environment:

Approximately 20% of the waste stream could be diverted from disposal through leaf and yard waste composting. In addition to saving landfill space, a reduction of organics entering SWARU and the Glanbrook landfill would provide additional benefits: since organics tend to be wet and hinder combustion, their removal could help SWARU achieve a more efficient and cleaner burn.

In addition, a by-product of anaerobic (without air) decomposition in a covered landfill is the production by organics of the methane gas commonly associated with landfilling. The reduction of organics going to landfill will help to mitigate this problem. Composting is an aerobic process and does not produce methane.

The practice of leaf and yard waste composting, and the educational effort that will be required to change how people place materials out at the curb, will almost certainly heighten awareness about all Regional waste management programs.

Diversion of organic waste from landfill and SWARU is consistent with the goals and strategies respecting waste management as outlined in VISION 2020.

Cont'd...

City of Hamilton Report - Leaf and Yard Waste Management

SUSTAINABLE COMMUNITY IMPLICATIONS (cont'd):

Local Economy:

While the diversion of the domestic waste stream reduces the need for additional manpower in the area of garbage collection, these activities create full and part time positions within the community. The City of Hamilton report anticipates a reallocation of collection forces, and neither an increase nor a decrease in manpower, with the exception of two student positions for the purpose of public education and program evaluation, to accommodate leaf and yard waste collections in a test area. Jobs would be created where material is hauled, processed and marketed under contract by the Region or City. Additional costs, under the existing Laidlaw Contract, are not offset by a corresponding reduction in disposal costs and must therefore be recovered from the tax payer.

Prospects for marketing of finished compost could generate economic opportunities for local nurseries and landscapers or, alternatively, application of finished compost as landfill cover material or by municipal parks departments could reduce operating costs that are ultimately borne by tax payers.

Social:

Strict Provincial guidelines are in place to minimize problems associated with composting for the benefit of those living or working at or near a composting site. As organic material handled on behalf of the Region will consist of leaf and yard waste only, the municipal program will not contribute to problems associated with the composting of other organics.

BACKGROUND:

At its meeting of Tuesday January 17, 1995, the Environmental Services Committee received Item 75 of the First Report of the Transport and Environment Committee respecting *Leaf and Yard Waste Management*, which was adopted by Hamilton City Council at its meeting held on December 13, 1994. The Region is requested by the City Clerk to ensure appropriate action in regards to sub-sections (b), (c) and (d) of the resolution.

The report by City of Hamilton, the recommendations for which are attached as Appendix I, is a response to Provincial 3Rs regulations which became law on March 3, 1994. The City is covered by the Region's recycling and backyard composting programs, and is therefore in compliance with most aspects of the regulations as they pertain to municipalities with population over 50,000. The exception is the provision of a centralized leaf and yard waste collection and composting system. The compliance date for municipalities in Southern Ontario is January 1, 1995, after which time failure to comply with any of the regulations could lead to charges being brought against non-complying municipalities under the Environmental Protection Act.
Cont'd...

City of Hamilton Report - Leaf and Yard Waste Management

BACKGROUND (cont'd):

An extension until 1996 of the compliance date for Leaf and Yard Waste composting was requested by Regional Council at its meeting held July 20, 1993, Item 17, but was not granted by the Provincial government. At that time the Region indicated to the Province that a 1996 implementation date would have the least financial impact on this Region and its area municipalities. The main barrier to an earlier implementation date was the fixed cost of the Region's current disposal agreement.

With respect to sub-sections (b), (c) and (d) of the City's report:

(b) Discussions had been held between the Region and all area municipalities, through the Waste Management Coordinating Committee (WMCC), on the matter of an operating relationship for the collection and composting of leaf and yard waste. Since the amended Municipal Act makes 3Rs activities, with the exception of collection, a Regional responsibility as of January, 1997, a Regional role was considered appropriate.

Regional staff were surprised by Item (b) of the City's report. The consensus reached at the WMCC was that the area municipalities would collect leaf and yard waste for delivery to municipally-operated transfer areas where the material would be prepared and accumulated for transport to the Region's composting site. This understanding, which was supported by the City of Hamilton as late as November of 1994, was incorporated into Part B, Leaf and Yard Waste Composting Facility, of RHW 95-05 (RFP), the Request for Proposals for operation of the Region's waste management system.

Since the Region's RFP has already been released, it will be necessary for the City to reevaluate its operating plan within the context of the services that will be offered by the Region as described in the RFP.

(c) Since the Region's Waste Management Levy distributes program costs across all area municipalities, and since not all area municipalities are mandated by the 3Rs Regulations to provide leaf and yard waste collection and composting systems, recovering these costs through a general levy would be unfair. Costs associated with composting should instead be billed or levied directly back to participating municipalities.

Sub-section (c) again assumes that the Region would be providing transfer services. The use of a general levy to distribute municipal-specific transfer costs would again seem inappropriate.

Cont'd...

City of Hamilton Report - Leaf and Yard Waste Management

BACKGROUND (cont'd):

(d) Since waste diversion under the existing Laidlaw Contract is not offset or recovered through a corresponding reduction in disposal costs, a reduction in waste does not result in a surplus. All fixed charges for use of the system must still be recovered, and would be distributed according to the reduced municipal garbage tonnage.

For 1996 and beyond, the impact of the diversion from disposal of Hamilton's leaf and yard waste can only be determined once when Region's RFP is evaluated. How the new configuration of programs and costs will affect the Waste Management Current and Capital Budgets will be assessed and the Region's Finance Department consulted in order to develop an appropriate recommendation with respect to apportioning these costs fairly, and in a manner that encourages waste reduction, to the area municipalities. It is expected that a reduction in costs resulting from the new contracts will be passed along to the area municipalities.

Sub-section (a) was omitted from the City's request, yet (a) ii) **Backyard Composters** requires specific action by Waste Management staff to alter the current backyard composting methodology and determine operating details in cooperation with City staff. This aspect, therefore, is also addressed in this Report.

A contribution by the City to the Region's backyard composting program in order to fully subsidize 1,000 composters for use in a target area is a positive step. Should City staff still wish to pursue this recommendation, this could be accommodated through related wording changes in the Region's request for proposals for backyard composters, which is due to be issued early in 1995. City staff are invited to work with Regional staff to resolve the specifics.

PJ/
attach

cc All WMCC members

APPENDIX I

Sub-joined is a copy of Section 75 of the First Report of the Transport and Environment Committee which was adopted by Hamilton City Council at its meeting held 1994 December 13.

"(a) That in accordance with the Provincial Government's 3Rs Regulations which mandate leaf and yard waste composting effective January 1, 1995, consideration be given in the 1995 current budget deliberations for the Director of Public Works to initiate a leaf and yard waste management plan in accordance with the following criteria:

i. **Education**

A primary focus will be placed on a comprehensive education and promotional campaign to encourage citizen participation in mulching and recycling of leaf and yard waste as opposed to the collection of this compostable material. The campaign would involve mascots, pamphlets, newspaper advertising, radio commercials, billboards on Public Works vehicles, workshops and visits to area schools at a cost not to exceed $106,000.; and,

ii. **Backyard Composters**

The City of Hamilton should fully support the use of backyard composters and offer a financial contribution to the Region of Hamilton-Wentworth's campaign in the amount of $14,000. to encourage the Region to enhance their backyard composting program through a specific "blitz" of subsidized composters for the target area, Crown Point East neighbourhood, to assess the merits of composting in diverting waste; and,

iii. **Leaf and Yard Waste Collection/Diversion Alternatives**

Recognizing that the 3Rs dictate that municipalities must provide collection or acceptance of leaf and yard waste in a manner that is reasonably convenient to the generator, a range of diversion and collection variables must be studied. The evaluation of available methodologies will lead to an optimum understanding of service and cost implications with a 1995 current budget cost not to exceed $20,000.

Information from these pilot projects would be applied to the entire City area for a cost/waste diversion analysis in a report to Committee and Council in anticipation of a City wide collection program beginning in 1996; and,

(b) That the Regional Municipality of Hamilton-Wentworth be requested to provide convenient leaf and yard waste transfer station services to the City of Hamilton and transportation from the transfer location of all leaf and yard waste collected by the City to a composting facility either operated or contracted by the Region; and,

(c) That the Regional Municipality of Hamilton-Wentworth be requested to include the transfer station tipping fees and composting costs for the City of Hamilton leaf and yard waste within the Regional Levy; and,

(d) That the Regional Municipality of Hamilton-Wentworth be requested to direct any surplus funds from the City of Hamilton portion of the Regional Waste Management levy as a result of the anticipated savings from the new disposal contract in 1996 and the diversion of an estimated 20% leaf and yard waste, to be used for the timely implementation and operation of the City of Hamilton's Leaf and Yard Waste Program; and,

(e) That this proposal be forwarded to the Ministry of Environment and Energy (M.O.E.E.) for their consideration at this time as the costs of implementing a full scale program in light of our contractual commitment would ultimately lead to the cancellation of high priority core programs; and,

(f) That the Director of Public Works be authorized to apply to the M.O.E.E. for grant subsidy for the capital costs in establishing the Leaf and Yard Waste Program."

REGIONAL MUNICIPALITY OF HAMILTON-

5(d)

Office of the Clerk

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OFFICE OF THE CITY CLERK
FEB 24 1995
REC. BY SGH DATE
REF'D. TO R.G. DATE
REF'D. TO DATE
REF'D. TO DATE
ACTION: F Y A

February 22, 1995

Mr. J. Schatz
Clerk
City of Hamilton
71 Main Street West
Hamilton, Ontario
L8N 3T4

Dear Mr. Schatz:

Re: Convergent Group Joint Venture with PaRCIL (RDS 95-028)

Subjoined is Item 1 of Transportation Services Committee Report 2-95 which was approved by Regional Council at its meeting held on Tuesday, February 21, 1995.

Would you please ensure that this matter is placed on the agenda of the appropriate Standing Committee for consideration.

Also enclosed is a copy of Report RDS 95-028 for your information.

Should you have any questions with respect to this matter, please do not hesitate to contact me at 546-2604.

Yours truly

Carolyn Biggs
Legislative Assistant

c.c. L. D. Turvey, Commissioner of Transportation/Environmental Services
E. M. Gill, Senior Director of Roads
J. D. Thoms, Commissioner of Planning
J. Hindson, Director of Information Systems
S. Roxborough, PaRCIL Project Manager

119 King Street West, 15th Floor
P.O. Box 910
Hamilton, Ontario L8N 3V9

Tel. (905) 546-4154
Fax (905) 546-2546
TDD (905) 522-1787

REGION OF HAMILTON-WENTWORTH

- RECOMMENDATION -

DATE: 6 February 1995
ADM.XORG.11250/S. Roxborough

REPORT TO: Chairman and Members
Transportation Services Committee

FROM: PaRCIL Project Steering Committee

E. M. Gill, P.Eng.
Senior Director
Roads Department

J. D. Thoms, RPP
Commissioner
Planning and Development

J. Hindson, P.Eng.
Director
Information Systems

SUBJECT: CONVERGENT GROUP JOINT VENTURE WITH PaRCIL(RDS95-028)

RECOMMENDATION:

a) That a request for proposals be issued for the development of a joint venture or public/private partnership for the PaRCIL Project which includes the completion of the landbase for the City of Hamilton and the development of the strategy for the coordination of geographically related activities in the Region/City of Hamilton;

b) That in relation to the completion of Phase 1:
   i) the temporary position of PaRCIL Landbase Development Technologist be added and the position of QA/QC Technologist be deleted from the complement;
   ii) the temporary position of PaRCIL Applications Development Technologist be added to the complement and the following appropriation adjustment occur

- decrease Account No. 56401-360110 (Consulting Services)	$29,450
- increase Account No. 51001-360110 (Salaries)	$24,350
- Increase Account No. 51801-360110 (Employee Benefits)	$5,100

c) That this report be forwarded to the City of Hamilton for their consideration.

E. M. Gill, P. Eng

J. D. Thoms, MCIP

J. Hindson, P. Eng

STAFFING IMPLICATIONS

Implementation will require the following changes to the PaRCIL organization:

- *as the landbase group changes from creation of the landbase to maintenance, delete the position of QA/QC Technologist and add the temporary position of PaRCIL Landbase Development Technologist*
- *add the temporary position of PaRCIL Applications Development Technologist and fund that position by reallocating funding from consulting services to salaries and benefits*

These changes will result in a temporary increase in the complement of 1 person but be offset by reductions in the consulting services budget.

LEGAL IMPLICATIONS:

The financing aspects of the transaction will have to comply with the legislative borrowing requirements as mandated under the Regional Municipalities Act and the Municipalities Act. To the extent that the proposal relates to a borrowing as opposed to incurring of a debt by the Region, the issuance of a debenture in an amount equal to the capital infusion to be provided by the Convergent group, will have to be provided for in accordance with the normal policies, procedures and requirements of the Regional Municipalities Act insofar as debenture financing is concerned. To the extent that the proposal involves incurring of a debt by the Region as opposed to a borrowing, the debenture requirements of the Regional Municipalities Act do not have to be observed.

As required pursuant to Section 65 of the Municipal Board Act and section 147 of the Municipal Act the financing aspects of the transaction may either require Ontario Municipal Board approval or verification by the Region,s Finance Department that the total sum of the Region's current and future financial obligations under this arrangement fall within the Region's current annual debt and financial obligation limit. There may be some difficulty in this regard given the requirements for the Region to share 30% of actual achieved savings derived form the completion of the project. At this particular stage, these items would not be quantifiable and therefore would be problematic for the purpose of satisfying the requirements of the Ontario Municipal Board Act. To this extent, O.M.B. approval may in fact be required for the purposes of this component of the transaction

The transaction may be comprised of two separate agreements, one agreement relating to the financing component and the second agreement relating to the provision of the additional work to the extent of $4m. The latter may be achieved through an amendment to an existing contract with UGC Consulting Ltd. which is one of the partners comprising the Convergent Group.

As well, there are circumstances relating to interest rate and Canada/U,S, currency fluctuations and in the

regard, the agreement must either provide a means of resolving these issues or provide for convergence commitment to fix the transaction without adjustment based on these factors.

SUSTAINABLE COMMUNITY IMPLICATIONS

The philosophy of a sustainable Region and the mandate and plan contained in vision 2020 requires the creation, coordination, maintenance and analysis of large amounts of geographically related data. PaRCIL will provide the tools and materials in terms of the systems and data to assist with many of those tasks.

EXECUTIVE SUMMARY

BACKGROUND

Regional Council on August 16, 1994 received a report that:

- reviewed the current status of Phase 1 of the PaRCIL Project
- outlined the major issues that are impacting the Project and the organization
- outlined the potential for a coventure with the Convergent Group.
- directed that staff undertake negotiations and report the results.

The purpose of this report is to outline the results of that negotiation and recommend a course of action regarding the potential for a coventure with the Convergent Group.

INFORMATION

The process to complete the work consists of four tasks:

- review the status of Phase 1 - Appendix 1
- review the issues and opportunities affecting the project - Appendix 2
- structure and review the coventure with the Convergent Group - Appendix 3
- summarize the results and recommend action

The details of the work are contained in each of the appendices.

STATUS OF PHASE 1

The current status of Phase 1 of the PaRCIL project in relation to both the original mandate and the 1994 workplan is as follows:

- PaRCIL is in use on a daily basis for a number of applications such as:
  - road, sewer and water design
  - neighbourhood mapping
  - traffic infrastructure design and maintenance
  - parks design
- the landbase is being delivered on schedule, to specifications, and is in everyday use in the organization
- the current hardware is doing the job expected by the users and providing better than expected price performance
- future uses have been defined and will be prioritized, developed and deployed in 1995
- financially the project is:
  - within budget
  - generating the savings expected - approximately $214,000 per year - at this point in development and new benefits estimates have been verified with the users
  - will deliver a break even point somewhat later than originally estimated in both the cost benefit

model and the financial plan due to factors outside the influence of the project and the organization.

The 1995 workplan, in relation to Phase 1, will see:

- additional hardware and software delivered as required to support new applications
- the landbase complete and moving to a production mode
- the balance of Phase 1 applications prioritized and the process of development and deployment substantially complete.

The approvals required to complete the workplan for Phase 1 will be:

- to delete the position of QA/QC Technologist and to add the temporary position of GIS Landbase Maintenance Technologist to reflect the change in work in the landbase area
- to add the temporary position of GIS Applications Development Technologist and to fund that by reallocating funds from consulting services.

ISSUES AND OPPORTUNITIES

There are 5 major issues that currently affect the project and the organizations which are:

- the current financial status of the organization
- the development of enterprise opportunities as a source of non-tax revenue
- the change in use of geographic information systems in an organization
- the effect of non PaRCIL applications on the completion of Phase 1
- the definition, calculation and capture of benefits.

These issues can lead to opportunities to positively affect both the project and the organization. In order to capitalize on those opportunities we need to:

- change our view of the function of PaRCIL in the organizations to that of a tool that can provide both the technology based solutions for specific work and applications and can also provide tools for management decision support systems.
- modify the scope of PaRCIL to include the development of a strategy and plan for the coordination and implementation of all geo-related activities within the organizations and maximize the opportunities for both hard and soft benefits
- structure the project into the organization most appropriate to both deliver on the mandate of service to the organizations and capitalize on enterprise opportunities

CONVERGENT COVENTURE

In relation to the mandate to develop a coventure with the Convergent Group, the coventure review was structured to provide:

- a technical solution that:
  - meets all of the technical requirements
  - provides an integrated solution that allows the potential of a geographic information system such as PaRCIL to be maximized for both the users and the organization
  - accelerates development and moves data and tools to the users as quickly as possible
  - provides ownership in product and applications.
  - completes Phase 2 of the project which consists of:
    - completion of the landbase for the City of Hamilton
    - extends the user community to include all potential users
    - provides the hardware/software to support all uses
    - defines, develops and deploys all applications
- a financial model that is structured to provide:

- funding from the Convergent Group in the amount of approximately 15.086 million dollars at 0% interest and which includes:
  - funding to repay the outstanding capital debt, exclusive carrying costs, of approximately 9.633 million dollars
  - funding for capital and current costs for the years 1995 - 1997 in the amount of 5.453 million dollars
  - repayment of that capital funding, 15.086 million, provided by Convergent over a seven year period starting in 1998 and complete in 2004. That repayment schedule is based on repayments equal to the projected annual direct savings of 2.155 million per year
  - further payment to the Convergent Group beginning in the year 2005 and continuing for a 10 year period of an amount equal to 30% of the actual savings achieved
  - commitment of 4 million dollars in work to develop applications to the Convergent Group
- release of approximately 2.481 million in Region/City capital funds currently committed to Phase 1 of the project
- projected annual direct savings of approximately 2.155 million dollars for the Region/City of Hamilton
- products that have value and can generate non-tax revenue

This Convergent Group financial model was evaluated against the option of the Region/City providing the same scope but with the a Regionally financed model. The results of that analysis are that the coventure would provide some financial advantage over a twenty year period.

RISK

There are two areas of risk with this coventure:

- that the current internal funding plan, although susceptible to certain sensitivities, allows some flexibility to modify or change that plan. The move to an externally funded financial plan reduces that flexibility
- the repayment plan is based on estimates of direct savings. There is a risk that the savings may not materialize or due to changes in priority or need may be captured for other purposes.

These risks can be mitigated by the work to be done to document the applications, development costs and benefits prior to entering into an agreement. This will provide a clear understanding of the commitments by all parties.

In summary, this coventure could for the delivery of PaRCIL in an extended scope that:

- provides the best technical solution
- a lower risk by providing external financing in a form that eliminates or reduces several of the factors, such as inflation rates, that have been found to be very sensitive in the current cost/benefit and financial models
- significant financial advantages for the organization
- is an option that provides a partner that shares part of the risk for the development and success of the project through the sharing of actual savings achieved
- a venture, that based on an initial venture review conducted by KPMG Management Consulting is a financially "fair" deal for the Region/City of Hamilton and which will be subject to a final review prior to execution of any agreement.

In addition, there is the potential to develop further coventures or public/private partnerships. This needs to be developed further to determine the specific form that would provide the most benefit to the organizations.

However, there are several important questions to be considered prior to entering into this type of agreement.

1. Is this the best "deal" for the organizations? Would some other group be willing to offer a better deal?

2. Given the interest that has been shown in some form of public/private partnership, would this type of venture gain additional benefits?

3. Has the process been fair and open?

The way to answer to these questions is to open the process by way of a public proposal call for those interested in entering this type of venture.

APPENDIX 1

PaRCIL STATUS REPORT
PHASE 1

PURPOSE

The purpose of this report is to provide a status report for Phase 1 of the PaRCIL Project and will include:

- a review of the original mandate and vision for PaRCIL
- the current status
- the accomplishments to date
- the 1995 workplan in relation to Phase 1
- approvals required to complete Phase 1

This report is also intended to act as a foundation for the review and development of the Convergent coventure and is structured to review the overall project vision and mandate, each major project area and provide a summary.

THE VISION AND MANDATE

In 1991 the Regional Municipality of Hamilton-Wentworth and the City of Hamilton approved a program to develop the first phase of a Geographic Information System (GIS) for both organizations. That approval came as the result of a feasibility study, a pilot project and a project review and audit which recommended that the development of a GIS for the Region proceed in a series of phases.

The vision for PaRCIL is:

- the development of applications that either improve or re-engineer existing automated process or automate existing manual methods of creating, manipulating or maintaining geographic and geographically related information within the organization
- the creation of a landbase of information that provides a single shared source of geographically related information within the organization
- the installation of the hardware, software and communications necessary to manage the landbase and support the applications.

The mandate established for Phase 1 is:

- to develop applications within a user community of Regional Roads, Environment, Finance, Planning and Police and City of Hamilton Fire, Public Works, Traffic, Building and Property Departments
- to develop the landbase for the City of Hamilton with the topographic and planimetric information complete for the entire City and the cadastral and infrastructure information complete for the area above the escarpment
- to install the systems - hardware, software and communications necessary to support the applications and manage the system
- to repay the cost through savings achieved by 2003
- to complete phase 1 by December 31, 1994.

INFORMATION

The following section reviews each of the four major project areas - systems, landbase, applications and finance and administration in terms of the current status, the accomplishments, the issues/opportunities and outline the 1995 workplan requirements to complete Phase 1.

APPLICATIONS

The user departments are using PaRCIL tools for the following applications:

- preparation of neighbourhood plans and mapping for planning studies

- Regional Official Plan mapping
- preliminary engineering design and preparation of construction drawings for road, sewer and water projects
- parks design
- computer aided drafting requirements for the traffic department

The major task accomplished in 1994 was to revisit the list of applications to ensure that those previously identified were still valid. The issue was whether recent organizational change may have resulted in changed priorities or requirements. That review is complete and has established that the majority of applications originally identified are still valid and has defined each application and established the effort required for development.

There are two major issues affecting applications development:

- the first is the affect of non Phase 1 applications on resources. The initial success of the Project has generated requests for help with applications that have been identified by the organization as having a high priority
- the second is the integration of applications across the organization. In this case the types of applications identified in the original mandate tended to be focused in a specific groups and integration across the organization was not an issue.

The resolution to both of these issues is to extend the mandate to allow resources to be allocated to these types of situations.

The first task in 1995 will be to assist the users in prioritizing and developing a workplan for the implementation of applications in 1995. The balance of the year, in this area, will then be devoted to building those applications.

Much of the applications work in 1994 was completed through a consultant contract. As we now move from defining and prioritizing to developing and deploying applications the work should now be completed by staff within the organization. This will require adding one temporary staff to the PaRCIL compliment and will be funded by reallocating funds from the consulting services account.

LANDBASE

Landbase deliveries continued through 1994 and by the end of the year the topographic and planimetric mapping for the entire City of Hamilton was 80% complete - 110 of 137 neighbourhoods, the cadastral mapping for the mountain is 100% complete and the infrastructure data is 68% complete - 41 of 66 neighbourhoods.

In addition the single line road network mapping for the entire Region that was prepared with Regional Police is complete and in use.

The significant accomplishments in 1995 were:

- the landbase data has, with the exception of the change in schedule to accommodate the work with Regional Police, been delivered to specification on schedule and on budget
- the data licensing agreement and provision of the actual data to Teranet was completed and generated approximately $270,000 in revenue.

The issues/opportunities that are currently impacting the landbase area are:

- the ability to share and exchange data with other projects and groups
- the demands on resources that are outside the original scope of the project such as the

Regional Police mapping, the environmental database project, etc.

- the development of data maintenance procedures to protect the integrity and value of the landbase
- tuning of the landbase as applications come on line

In 1995 the landbase workplan will focus on:

- completion of the delivery of landbase data
- the development of maintenance standards for mapping and attribute data
- the development of a maintenance agreement with Teranet for the cadastral data

The changes required in the landbase area will be to restructure the duties of some staff as we move from a development to a production mode for the data.

SYSTEMS

The hardware and software, including the 18 workstations installed in 1994, currently consists of 40 workstations, 3 large plotters and other support devices. That equipment is located in Regional and Local Planning, Regional Roads, Hamilton Public Works - Parks Division, Hamilton Traffic and PaRCIL.

The accomplishments in 1994 included the completion of a major software upgrade, training and the installation of 18 additional workstations. The new workstations purchased are standard Intel processors rather than proprietary equipment and provide better price performance and lower maintenance costs.

The issues/opportunities currently facing the systems section are:

- the move to non-proprietary workstations and, in the near future, a Windows environment aligns PaRCIL with the corporate systems direction and will ensure integration in the future
- with the increasing rate of technological change, especially in the workstations environment, it may become more cost effective to lease rather than purchase equipment in the future.

The 1995 workplan for the completion of Phase 1 will include:

- the stabilization and tuning of the current system
- the installation of additional equipment as required to support the applications as they are being developed and deployed.

Installation of all systems required for Phase 1 will be complete by the end of 1995.

FINANCE

The following table indicates the projects status in relation to the baseline/capital budget and shows that no variance is expected.

PaRCIL – PHASE 1
1990 – 1995
PROJECT STATUS – period ending December 31, 1994

Category	Baseline Budget	Authorized Expediture	Incurred To Date	Forcast To Complete	Final Cost	Budget Variance
Systems	$3,489,579	$2,693,256	$2,519,000	$970,579	$3,489,579	$0
Landbase	$6,203,000	$5,615,469	$4,960,000	$1,243,000	$6,203,000	$0
Consulting	$575,000	$575,000	$575,000	$0	$575,000	$0
Administration	$2,801,000	$2,336,000	$2,336,000	$465,000	$2,801,000	$0
Total	$13,068,579	$11,219,725	$10,390,000	$2,678,579	$13,068,579	$0

The savings, budgeted at $214,000 for 1994, have been captured and credited to repay the capital costs. The total savings and revenues to date are $833,000. The savings are being generated at the rate expected for this stage of the projects development.

The work to verify the applications listing also provided an opportunity to review the baseline, confirm projected savings and review the cost benefit model and the financial plan. That review has found:

- that the current direct savings projections are within 20% of the original estimates. The reduction in benefits is due to:
  - PaRCILs technology has provided the opportunity to assist users in meeting mandated reduction targets, for example the elimination of technician positions in Roads and Planning. The result is that benefits that were to be captured for PaRCIL repayment being used for other purposes
  - applications that were identified as part of PaRCIL now being developed independently and the savings credited to other programs such as the decision by the Building department to independently develop a permit tracking system that was originally included in PaRCILs applications list.
  - changes in priorities and programs

Also the original proportion of benefits between the City and the Region has changed from 65% Region/35% Hamilton to 78% Region/22% Hamilton.

The impact of these findings is that some of the benefits that were to be directly captured for PaRCIL have been credited to other places in the organization and that the financial plan that was established on the basis of the original proportion of benefits must now be recalculated.

In reviewing the Regional cost benefit model (see attachment A), the project break even point has extended from the year 2003 to 2011. This is due to:

- the change in cost proportion between the Region and City funding
- the rate of inflation has reduced from the 4.5% used in the original model to 3%
- the social contract and other mandated reduction programs have the effect of delaying the capture of benefits.

In addition, these changes also affect the financial plan (see attachment B) which now shows repayment being complete in 2017.

This demonstrates the sensitivity of the both the cost benefit model and the financial plan in the areas of interest or carrying costs and inflation. The models as originally structured were the best projections at that time while the current models reflects reality today.

This also indicates that any initiatives that affect the financing of the project should focus on minimizing the risk by building a business case and financial plan that reduces or eliminates the impact of interest and inflation on the model.

It should also be noted that estimates used for this model are very conservative and the savings estimates represent only the most quantifiable levels of benefits.

SUMMARY

In summary, the current status of Phase 1 of the PaRCIL project in relation to both the original mandate and the 1994 workplan is as follows:

- PaRCIL is in use on a daily basis for a number of applications such as:

    - road, sewer and water design
    - neighbourhood mapping
    - traffic infrastructure design and maintenance
    - parks design
    - etc.
- the landbase is being delivered on schedule, to specifications and is in everyday use in the organization
- the current hardware is doing the job expected by the users and providing better than expected price performance
- future uses have been defined and will be prioritized, developed and deployed in 1995
- financially the project is:
    - within budget
    - generating the savings expected - approximately $214,000 per year - at this point in development and new benefits estimates have been verified with the users
    - will deliver a break even point somewhat later than originally estimated in both the cost benefit model and the financial plan due to factors outside the influence of the project and the organization.

The 1995 workplan, in relation to Phase 1, will see:

- additional hardware and software delivered as required to support new applications
- the landbase complete and moving from a delivery to a production mode
- the balance of Phase 1 applications prioritized and the process of development and deployment substantially complete.

The approvals required to complete the workplan for Phase 1 will be:

- to delete the position of QA/QC Technologist and to add the position of GIS Landbase Maintenance Technologist to reflect the change in work in the landbase area
- to add the temporary position of GIS Applications Development Technologist and to fund that by reallocating funds from consulting services.

PARCIL PROJECT – PHASE I (000's) – COST BENEFIT

Carrying Cost 5.50% Inflation 3.00% City Recovery 22.00%	PRE-1995	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	Total
UNFUNDED BALANCE BEGINNING OF YEAR	0	6,779	9,422	9,170	8,882	8,554	8,183	7,767	7,301	6,784	6,210	5,577	4,879	4,113	3,273	2,356	1,355	265	
Capital Expenditures																			
Systems	2,519	895	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,414
Landbase	4,960	760	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,720
Consultants	575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575
Total Capital Expenditures	8,054	1,655	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,709
Current Expenditures																			
Systems	389	130	102	105	108	111	115	118	122	125	129	133	137	141	145	150	154	159	2,575
Administration	1,988	335	259	267	275	283	292	300	309	319	328	338	348	359	369	380	392	404	7,544
Total Current Expenditures	2,377	465	361	372	383	394	406	418	431	444	457	471	485	500	515	530	546	562	10,118
TOTAL EXPENDITURES	10,431	2,120	361	372	383	394	406	418	431	444	457	471	485	500	515	530	546	562	19,827
Direct Benefits																			
Total City of Hamilton Recoveries	3,225	466	57	59	61	63	65	67	69	71	73	75	77	79	82	84	87	89	4,849
Teranet / Revenues	269	0	100	103	106	109	113	116	119	123	127	130	134	138	143	147	151	156	2,285
Current Budget Recoveries – Region	481	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481
Department Savings	85	181	789	812	837	862	888	914	942	970	999	1,029	1,060	1,092	1,125	1,158	1,193	1,229	16,166
Total Direct Benefits	4,060	648	946	975	1,004	1,034	1,065	1,097	1,130	1,164	1,199	1,235	1,272	1,310	1,349	1,389	1,431	1,474	23,780
Cost / Benefit Analysis																			
– Indirect Benefits	174	179	185	190	196	202	208	214	220	227	234	241	248	256	263	271	279	288	4,074
– Cost Avoidance	75	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	75
	249	179	185	190	196	202	208	214	220	227	234	241	248	256	263	271	279	288	4,149
Carring Costs	658	418	518	504	488	470	450	427	402	373	342	307	268	226	180	130	75	15	6,251
Repayment to City of Hamilton	0	931	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	931
ANNUAL COSTS / (SAVINGS)	6,779	2,642	(252)	(288)	(328)	(371)	(416)	(465)	(518)	(574)	(634)	(698)	(766)	(832)	(917)	(1,001)	(1,090)	(1,185)	(919)
UNFUNDED BALANCE – END OF YEAR	6,779	9,422	9,170	8,882	8,554	8,183	7,767	7,301	6,784	6,210	5,577	4,879	4,113	3,273	2,356	1,355	265	(919)	
• Department Savings (udated as of January 1995)																			
– Region		181	789	812	837	862	888	914	942	970	999	1,029	1,060	1,092	1,125	1,158	1,193	1,229	16,080
– City		33	207	214	220	227	233	240	248	255	263	271	279	287	296	305	314	323	4,214
C:\123R24\STUART\COSTBENE.WK1		214	996	1,026	1,057	1,089	1,121	1,155	1,189	1,225	1,262	1,300	1,339	1,379	1,420	1,463	1,507	1,552	20,294

PARCIL PROJECT – PHASE I (000's) – FINANCING PLAN

Carrying Cost 5.50% Inflation 3.00% City Recovery 22.00%	PRE-1995	1995	1996	1997	1998	1999	2000	2001	2002	2003	2004	2005	2006	2007	2008	2009	2010	2011	2012	2013	2014	2015	2016	2017	Total
UNFUNDED BALANCE BEGINNING OF YEAR	0	7,028	9,864	9,799	9,713	9,603	9,467	9,305	9,112	8,889	8,631	8,336	8,003	7,627	7,206	6,736	6,215	5,639	5,003	4,304	3,537	2,698	1,782	783	
Capital Expenditures																									
Systems	2,519	895	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3,414
Landbase	4,960	760	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5,720
Consultants	575	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	575
Total Capital Expenditures	8,054	1,655	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9,709
Current Expenditures																									
Systems	389	130	102	105	108	111	115	118	122	125	129	133	137	141	145	150	154	159	164	169	174	179	184	190	3,634
Administration	1,988	335	259	267	275	283	292	300	309	319	328	338	348	359	369	380	392	404	416	428	441	454	468	482	10,232
Total Current Expenditures	2,377	465	361	372	383	394	406	418	431	444	457	471	485	500	515	530	546	562	579	597	615	633	652	672	13,866
TOTAL EXPENDITURES	10,431	2,120	361	372	383	394	406	418	431	444	457	471	485	500	515	530	546	562	579	597	615	633	652	672	23,575
Less: Cost Recoveries																									
Total City of Hamilton Recoveries	3,225	466	79	82	84	87	89	92	95	98	101	104	107	110	113	117	120	124	127	131	135	139	143	148	6,117
Revenues	269	0	100	103	106	109	113	116	119	123	127	130	134	138	143	147	151	156	160	165	170	175	181	186	3,323
Current Budget Recoveries – Region	481	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	481
Department Savings	85	181	789	812	837	862	888	914	942	970	999	1,029	1,060	1,092	1,125	1,158	1,193	1,229	1,266	1,304	1,343	1,383	1,425	1,467	24,353
TOTAL COST RECOVERIES	4,060	648	968	997	1,027	1,058	1,090	1,122	1,156	1,191	1,226	1,263	1,301	1,340	1,380	1,422	1,464	1,508	1,554	1,600	1,648	1,698	1,749	1,801	34,273
Carring Costs	658	432	543	539	534	528	521	512	501	489	475	459	440	419	396	371	342	310	275	237	195	148	98	43	9,464
Repayment to City of Hamilton	0	931	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	931
ANNUAL COSTS / (SAVINGS)	7,028	2,835	(63)	(86)	(110)	(135)	(163)	(197)	(224)	(258)	(294)	(334)	(376)	(421)	(469)	(521)	(577)	(636)	(699)	(767)	(839)	(916)	(999)	(1,086)	(303)
UNFUNDED BALANCE – END OF YEAR	7,028	9,864	9,799	9,713	9,603	9,467	9,305	9,112	8,889	8,631	8,336	8,003	7,627	7,206	6,736	6,215	5,639	5,003	4,304	3,537	2,698	1,782	783	(303)	
* Department Savings (udated as of January 1995)																									
– Region		181	789	812	837	862	888	914	942	970	999	1,029	1,060	1,092	1,125	1,158	1,193	1,229	1,266	1,304	1,343	1,383	1,425	1,467	24,267
– City		33	207	214	220	227	233	240	248	255	263	271	279	287	296	305	314	323	333	343	353	364	375	386	6,367
CM23R3\STUART\REOPHASE1.WK1		214	996	1,026	1,057	1,089	1,121	1,155	1,189	1,225	1,262	1,300	1,339	1,379	1,420	1,463	1,507	1,552	1,599	1,647	1,696	1,747	1,799	1,853	30,635

B

APPENDIX 2

PaRCIL
ISSUES AND OPPORTUNITIES

BACKGROUND

Since the development of Phase 1 of PaRCIL began in 1990 changes have occurred in both the project and the organization that have raised issues or created opportunities that affect the PaRCIL project.

The purpose of this report is to identify and document the major issues or opportunities and to recommend action.

INFORMATION

This section lists the issues, documents each in some detail and recommends a course of action.

ISSUE 1 - The current financial status of the organization.

The organization is under severe pressure to control both spending and taxes. The focus is the need to find ways to positively impact the financial situation of both the project and the organization by:

- reducing the funds required from the organization for the project in order to release those funds to other uses or to be invested to provide external non-tax revenue
- repaying the outstanding project debt
- providing external funding
- developing additional external sources of non-tax revenue
- reducing the financial risk to the organization

The opportunity is to fund PaRCIL from external sources in order to repay the outstanding debt and release capital funding committed.

ISSUE 2 - The development of enterprise opportunities as a source of non-tax revenue.

There have been significant initiatives within the organization to generate non-tax revenue through the licensing or distribution of assets created as part of the normal business function or to create coventure partnerships that benefit all participants. Examples of these types of initiative related to "soft" services would be the recent licensing of data to Teranet, the coventure we are currently considering with the Convergent Group, the provision of information to private of public sector groups for a fee, the provision of expert advise as a consulting service, etc. Beyond these direct types of services are the situations where the organization may be able to act as a synergist or as an incubator for business.

In addition, many business activities today are founded on data or information and the knowledge of how to create that information is a valuable asset. The challenge is to establish the environment that from a legal, financial, business and risk perspective allows the organization to best capitalize on these opportunities.

The opportunity is to, based on a sound market analysis and development of a business plan, establish the appropriate structure to provide distribution and marketing of all geo-related products within the organization.

ISSUE 3 - The change in philosophy of the use and function of geographic information systems in an organization.

Geographic information systems have grown and developed over the last 10 years. Their initial development was as facilities management systems in the utility industry where they were used as tools to manage the pipes and wires. Later base mapping was added to these systems and the graphical representation of those

pipes and wires changed from schematics to geographically accurate representations that then could be referenced to other data creating automated mapping/facilities management (AM/FM) systems. The next evolution moved these AM/FM systems into the municipal world where large volumes of attribute data could be attached to the graphics and analyzed or otherwise manipulated.

At this point in time geographic information systems (GIS) were generally viewed as mapping systems that provided tools to a broad group of users but were not integrated or viewed as a corporate tools or resources.

GIS systems have now evolved further and are now recognized as organizational management decision support systems. This evolution is based the fact that information is a key to the successful management of an organization whether that data is used for monitoring and developing a sustainable organization or to provide the tools necessary for organizational change. This new view of GIS is one of a system that provides both technology based solutions as it had in the past but also now provides support for organizational solutions.

In addition, organizational change whether defined as continuous improvement, total quality management or process re-engineering have been a constants in the organization. The last several years have seen additional pressures for change in order to meet requirements for reductions in budgets and staffing.

That process of organizational change requires as a foundation detailed information and analysis of the current business of the organization. In the average municipality 70% of the activities of the organization are related to geographic information. Much of the work of developing a system such as PaRCIL provides the information required to understand the core business of the organization. There are also many similarities between the processes used for both the development of GIS systems and the tools used for organizational change and there is an opportunity to develop synergy between both initiatives.

There is, by changing our view of PaRCIL, an opportunity to provide a significant tool which can assist in the process of managing the organization.

ISSUE 4 - The affect of Non-PaRCIL Applications on the Completion of Phase 1.

When Phase 1 of the project was defined the user community and applications were those departments, 11 of a possible 17 at that time, that accounted for the bulk of the benefits that could be achieved and the applications as those that would use both PaRCIL systems and data.

During the development of phase 1 it has been found that:

- those tasks that use either PaRCIL systems or data or need to share or exchange data with PaRCIL have demanded significant resources from the project staff to affect some degree of coordination.
- these demands appear on an add hoc basis and are therefore difficult to plan for and can have a significant affect on the project plan. In many cases there are no resources available to assist.
- applications are evolutionary in nature in that the users can define the current work that needs to be automated but until the development process is at least partially complete the true potential can't be visualized. It is at this point that the true nature of workflows and the integration of this work with other activities emerges. In many cases the workflows and other activities identified are outside the defined scope of Phase 1.
- there has been a demand for assistance with applications that tend to produce qualitative rather than quantitative benefits. The current philosophy is focused on producing quantitative benefits only and although some of these applications may produce significant good the prioritization process and resources available tends to assigns them a low priority.

The opportunity is to modify the scope of Phase 1 to include the development of a strategy and a plan for the coordination of all geo-related activities within the organization in order to maximize the opportunities to gain both quantitative and qualitative benefits.

ISSUE 5 - The definition, calculation and capture of benefits

As the philosophy and function of geographic information systems within the organization has changed so has the scope and definition of the benefits that can be achieved.

The issue centres on that definition of benefits and to what level they can be valued and captured. There are many definitions of benefits but for our purpose they will be defined in the eight levels that follow:

- functional benefits - this refers simple and direct automation of an existing process. A good example would be the conversion of manual to computer aided drafting
- applications benefits - this may be described as the automation of a single set of tasks such as infrastructure design
- process improvements - refers to changes to or re-engineering entire processes such as an application or permit process that is required to flow across a number of departments
- cost control - is actually cost avoidance or the ability to accomplish more work with the same funds or with the same staff level through the use of technology. This also includes reductions in outsourcing such as the purchase of mapping for road design projects
- service improvements - generally relates to being able to provide an improved level of service such as being able to process requests or applications in a shorter period of time but not resulting in a reduction in the amount of work
- improved quality - includes the ability to do more complex or through analysis than was possible previously and to produce a better quality product
- asset creation - refers to the fact that the development of geographic information systems creates a valuable, marketable set of assets for the organization which includes the data, technology and knowledge
- corporate image - an organization that is a the forefront of technology and development projects an image of as progressive and forward.

These levels of benefits move from those that are quantifiable, such as functional benefits, to those that are purely qualitative.

Geographic information systems initially focused on functional benefits and application sets. These systems were viewed as stand alone mapping systems and there value as a corporate resources was not recognized. Those softer benefits, such as cost avoidance or organizational improvements were recognized but not directly captured.

Any calculations for PaRCIL have used only the first two levels of benefits as these were seen to be the most quantifiable and the balance were recognized as benefits that would be captured within the organization or the users departments.

Benefit documentation can also be a constant process in that as systems grow and are developed needs and circumstance may change.

The issue is to what level can benefits be documented and reasonably quantified in order to give a true view of the value of a GIS.

The opportunity is, within the context of a coventure with the Convergent Group, to review and document the benefits as deeply as possible in order to measure the extent of the benefits to the organization.

SUMMARY

In summary, the issues documented actually provide a series of opportunities to positively affect both the project and the organization. In order to capitalize on those opportunities we need to:

- change our view of the function of PaRCIL in the organization to one of a tool that can provide both the technology based solutions for day to day work and can also provide support to the primarily philosophy based organizational management systems.
- modify the scope of PaRCIL to include the development of a strategy and plan for the coordination and implementation of all geo-related activities within the organizations and maximize the organization wide opportunities for both quantitative and qualitative benefits
- structure the project into the organization most appropriate to both deliver on the mandate of service to the organization and to capitalize on enterprise opportunities

APPENDIX 3

CONVERGENT GROUP
COVENTURE REPORT

BACKGROUND

On August 16, 1994 Council adopted a report that outlined the current status of the PaRCIL Project, introduced the Convergent Group and outlined the opportunities for a coventure with that company which would:

- refinance PaRCIL with external funding
- establish Phase 2 of the project which extends the scope and accelerates development
- provide a forum for the generation of non-tax revenue.

That report also outlined the significant issues and associated opportunities currently affecting both the City/Region and the project including:

- the issue of the financial status of the City/Region the opportunity to refinance PaRCIL through external sources
- the change in philosophy of the function of geographic information systems from automated mapping systems to an organization wide management decision support systems
- the identification and development of enterprise opportunities as a source of the generation of non-tax revenue
- the impact of applications and initiatives outside the initial mandate of PaRCIL and the opportunity to mitigate those issues by extending the scope of the project and accelerating development
- building a model for implementation that could be extended to other municipal partners

The recommendations that were contained in that report and that were adopted by Regional Council were to:

- authorize staff to undertake negotiations to develop an coventure with the Convergent Group and to report on the results
- retain a qualified firm to conduct a venture review to safeguard the interests of he Region.

Regional staff have carried out those recommendations and the results are contained in the following report.

INFORMATION

The review of this coventure was structured around the two basic mandates of the PaRCIL project:

- to build a geographic information system, PaRCIL, for the City/Region
- to generate non-tax revenue for the City/Region.

The objective was to develop a coventure that provides the best opportunity to deliver both mandates. However, each of these two mandates was considered separately as in fact each could proceed independently.

In relation to the mandate to develop a coventure with the Convergent Group, the coventure was structured to provide:

- a technical solution that:
    - meets all of the technical requirements
    - provides an integrated solution that allows the potential of a geographic information system such as PaRCIL to be maximized for both the users and the organization
    - accelerates development and moves data and tools to the users as quickly as possible
    - provides ownership in product and applications.
    - completes Phase 2 of the project which consists of:
        - completion of the landbase for the City of Hamilton
        - extends the user community to include all potential users

- provides the hardware/software to support all uses
- defines, develops and deploys all applications

- a financial model that is structured to provide:
  - funding from the Convergent Group in the amount of approximately 15.086 million dollars at 0% interest and which includes:
    - funding to repay the outstanding capital debt, exclusive carrying costs, of approximately 9.633 million dollars
    - funding for capital and current costs for the years 1995 - 1997 in the amount of 5.453 million
    - repayment of that capital funding, 15.086 million, provided by Convergent over a seven year period starting in 1998 and complete in 2004. That repayment schedule is based on repayments equal to the projected annual direct savings of 2.155 million per year
    - further payment to the Convergent Group beginning in the year 2005 and continuing for a 10 year period of an amount equal to 30% of the actual savings achieved
    - commitment of 4 million dollars in work to develop applications to the Convergent Group
  - release of approximately 2.481 million in Region/City capital funds currently committed to Phase 1 of the project
  - projected annual direct savings of approximately 2.155 million dollars for the Region/City of Hamilton
  - products that have value and can generate non-tax revenue

This Convergent Group financial model was evaluated against the option of the Region/City providing the same scope but with the a Regionally financed model. The results of that analysis are that the coventure would provide some financial advantage over a twenty year period.

RISK

There are two areas of risk with this coventure:

- that the current internal funding plan, although susceptible to certain sensitivities, allows some flexibility to modify or change that plan. The move to an externally funded financial plan reduces that flexibility
- the repayment plan is based on estimates of direct savings. There is a risk that the savings may not materialize or due to changes in priority or need may be captured for other purposes.

These risks can be mitigated by the work to be done to document the applications, development costs and benefits prior to entering into an agreement. This will provide a clear understanding of the commitments by all parties.

In summary, this coventure could for the delivery of PaRCIL in an extended scope that:

- provides the best technical solution
- a lower risk by providing external financing in a form that eliminates or reduces several of the factors, such as inflation rates, that have been found to be very sensitive in the current cost/benefit and financial models
- significant financial advantages for the organization
- is an option that provides a partner that shares part of the risk for the development and success of the project through the sharing of actual savings achieved
- a venture, that based on an initial venture review conducted by KPMG Management

Consulting is a financially "fair" deal for the Region/City of Hamilton and which will be subject to a final review prior to execution of any agreement.

In addition, there is the potential to develop further coventures or public/private partnerships. This needs to be developed further to determine the specific form that would provide the most benefit to the organizations.

However, there are several important questions to be considered prior to entering into this type of agreement.

1. Is this the best "deal" for the organizations? Would some other group be willing to offer a better deal?

2. Given the interest that has been shown in some form of public/private partnership, would this type of venture gain additional benefits?

3. Has the process been fair and open?

The way to answer to these questions is to open the process by way of a public proposal call for those interested in entering this type of venture.

CONSENT AGENDA

Transport and Environment Committee
Monday, 1995 March 6
9:30 o'clock a.m.
Room 233, City Hall

AGENDA

A. ADOPTION OF THE MINUTES

Minutes of the meeting held 1995 February 6

B. DIRECTOR OF TRAFFIC SERVICES

i. Parking Regulations

(a) Barton Secondary School, 75 Palmer Road - Request for Wheelchair Loading Zone [TEC-54-95]

(b) South side of Market Street, west of Queen Street North [TEC-64-95]

(c) Riverdale Drive [TEC-68-95]

(d) East 22nd Street and Cliff Avenue - Parking Meters [TEC-69-95}

(e) South side of Devon Place between Bond Street North and Longwood Road North [TEC-73-95]

(f) No. 110-57 Forest Avenue - Request to Remove a Reserved "Permit Parking" Space [TEC-75-95]

(g) Nos. 175 and 201 Queen Victoria Drive - Driveway Clearances [TEC-76-95]

(h) East side of Mary Street between King William Street and Rebecca Street - Parking Regulations [TEC-77-95]

(i) No. 54 Craigmiller Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident [TEC-83-95]

(j) No. 62 Fullerton Avenue Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident

ii. **Bus Stop Relocation**

Bayfront, Fennell and Burlington Bus Route

C. **DIRECTOR OF PROPERTY**

Tenancy Agreement, 662 Rymal Road East, R & G Moore

D. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. 1995 Servicing Expenditures Related to Subdivisions "CLAUDETTE GARDENS - PHASE 7", Hamilton

ii. Discharge of Encroachment Agreement - 31 Fairmount Street

iii. Street Incorporation

iv. Encroachment Agreements

v. Temporary Street Closure: Annual Around the Bay Road Race

E. **DIRECTOR OF PUBLIC WORKS**

i. Proposed Alteration of Hunter Street Between James and John Streets

ii. Appointment of Municipal Weed Inspectors

F. **SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE**

Information Reports

Monday, 1995 February 6
9:30 o'clock a.m.
Room 233, City Hall

2(A)

The Transport and Environment Committee met.

There were present:
Alderman H. Merling, Chairman
Alderman V. J. Agro, Vice-Chairman
Mayor R. M. Morrow
Alderman M. Kiss
Alderman B. Morelli
Alderman G. Copps
Alderman D. Agostino
Alderman T. Jackson
Alderman F. D'Amico

Also present:
Alderman M. Caplan
Alderman B. Charters
Ms. G. Christmas, School Board
Ms. B. Price, Hamilton Safety Council
Mr. J. G. Pavelka, Chief Administrative Officer
Mr. D. Lobo, Director of Public Works
Mr. C. Firth-Eagland, Public Works Department
Mr. R. Meiers, Public Works Department
Mr. D. W. Vyce, Director of Property
Mr. M. Main, Director of Traffic Services
Mr. M. Hazel, Traffic Department
Mr. T. Arnold, Traffic Department
Mr. T. Gill, Senior Director, Roads Department
Mr. G. Aston, Road Department
Mr. B. Moffat, Culture and Recreation Department
Mr. M. Frankiewicz
Ms. V. Zipeto
Mr. K. C. Christenson, Secretary

1. **DELEGATIONS**

(a) **Intersection of Beach Road and Rowanwood Avenue**

Mr. M. Frankiewicz of 215 Beach Road appeared before the Committee and expressed his opposition to the stop sign which had been installed at the intersection of Beach Road and Rowanwood Avenue.

The Committee was in receipt of a report dated 1994 June 13 from the Director of Traffic Services respecting the subject matter which had been considered by the Committee at a previous meeting.

Mr. Main spoke to the issue and indicated that the staff recommendation had initially been that a stop sign not be erected at this location.

Alderman Morelli stated that the majority of residents in the area are in favour of a stop sign at this location and that while Mr. Frankiewicz had submitted a petition requesting the removal of the stop sign, three quarters of those who signed were residents outside of the immediate area.

Following further discussion, the Committee agreed that staff from the Traffic Department and the Ward Aldermen investigate the issue further and report back to the Transport and Environment Committee at its next meeting in March.

(b) **Pizza Delivery Policy**

The Committee was in receipt of a report dated 1995 January 18 from the Director of Traffic Services, the City Solicitor and the Senior Director, Roads Department respecting the subject matter.

Ms. Zipeto appeared before the Committee and indicated that she was looking for assistance in having the Pizza Pizza Corporation change its delivery policy of 30 minutes or free as this results in the pizza delivery drivers speeding in residential neighbourhoods in a bid to beat the time limit.

Following further discussion, the Committee approved the following recommendation:

(a) That the City Clerk be directed to write to the Corporate Headquarters for Pizza Pizza and express the City's concerns respecting the "30 minutes or free" delivery policy time; and,

(b) That the Hamilton-Wentworth Regional Police Department be requested to report back on the feasibility of increasing the level of traffic enforcement throughout the City.

(c) **Trevi Road/Greenshire Drive and Upper Paradise Road**
Rice Avenue and Sanatorium Road
School Crossing

Alderman F. D'Amico requested that the item be tabled as no delegation was present.

(d) **Parking on No. 10 Webber Avenue**

The Committee was in receipt of a report dated 1994 December 20 from the Director of Traffic Services respecting the subject matter.

Mr. Hazell indicated that as per the Committee direction, he had contacted those residents who as a result of the recommendation would have to rescind one of their parking permits and invited them to appear before the Committee to express any concerns that they had.

As no delegations were present, the Committee approved the following recommendation:

(a) That one of the parking permits presently assigned to the residential property at No. 30 Webber Avenue be rescinded; and,

(b) That one of the parking permits presently assigned to the residential property at No. 28 Webber Avenue be rescinded; and,

(c) That two parking permits be made available to the residents at No. 10 Webber Avenue.

***Alderman G. Copps recorded opposed.**

2. CONSENT AGENDA

A. ADOPTION OF THE MINUTES

The minutes of the meeting held 1995 January 23 were adopted as circulated to the members.

B. DIRECTOR OF TRAFFIC SERVICES

i. **Parking Regulations**

(a) **Royal Avenue between Bowman Street and Stroud Road**

The Committee was in receipt of a report dated 1995 January 10 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That a "No Parking" regulation be implemented on the north side of Royal Avenue between Bowman Street and Stroud Road; and,

(b) That the existing "No Parking" regulation on the south side of Royal Avenue between Bowman Street and Winston Place/Wilmont Court be shortened such that the regulation commences at Bowman Street and extends to a point 40 feet easterly therefrom; and,

(c) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Park Street North between York Boulevard and Vine Street**

The Committee was in receipt of a report dated 1995 January 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the east side and the existing metered parking on the west side of Park Street North between York Boulevard and Vine Street be switched to the opposite sides of the street in this block and that the City Traffic By-law 89-72 be amended accordingly.

(c) **East Side of Barons Avenue North**

The Committee was in receipt of a report dated 1995 January 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking - Loading Zone" on the east side of Barons Avenue North which commences 16 feet south of Britannia Avenue and extends to a point 20 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(d) **No. 101 East 24th Street**

The Committee was in receipt of a report dated 1995 January 20 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the east side of East 24th Street, which commences at Crockett Street and extends to the south property line of No. 101 East 24th Street be revised such that the regulation extends to the north property line of No. 101 East 24th Street, and that the City Traffic By-law 89-72 be amended accordingly.

(e) **South Side of Homewood Avenue, west of Dundurn Street South Request to Remove a Commercial Vehicle Loading Zone**

The Committee was in receipt of a report dated 1995 January 26 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "Commercial Vehicle Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the south side of Homewood Avenue commencing at a point 90 feet west of Dundurn Street South and extending to a point 47 feet westerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(f) **West Side of East 23rd Street, South of Fennell Avenue East Request for an additional parking meter**

The Committee was in receipt of a report dated 1995 January 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the City Traffic By-law 89-72 be amended to allow for the installation of one additional parking meter on the west side of East 23rd Street immediately south of Fennell Avenue East.

(g) **School Bus Loading Zone on Springside Drive adjacent to Ryckman's Corners School**

The Committee was in receipt of a report dated 1995 January 27 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the west side of Springside Drive be extended 40 feet northerly such that it commences 800 feet south of the south curb line of Lister Avenue and extends 90 feet southerly and that the City Traffic By-law 89-72 be amended accordingly.

(h) **School Bus Loading Zone on Albright Road adjacent to Red Hill School**

The Committee was in receipt of a report dated 1995 January 27 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "School Bus Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the north side of Albright Road commencing at a point 379 feet west of the west curb line of Mt. Albion Road and extending 25 feet westerly and that the City Traffic By-law 89-72 be amended accordingly.

(i) **Mountwood Avenue, south of Louisa Avenue**

The Committee was in receipt of a report dated 1995 January 23 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That the existing "No Parking" regulation on the east side of Mountwood Avenue which commences at a point 54 feet south of Louisa Avenue and extends to a point 73 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

(j) **No. 1 Young Street - Request for a Wheelchair Loading Zone**

The Committee was in receipt of a report dated 1995 January 24 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That a "Wheelchair Loading Zone, 8:00 a.m. to 4:00 p.m., Monday to Friday" regulation be implemented on the north side of Young Street commencing at a point 71 feet east of James Street South and extending to a point 28 feet easterly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

ii. **Intersection Control**

(a) **Southerly Portion of the Falkirk East Neighbourhood**

The Committee was in receipt of a report dated 1995 January 5 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

(a) That eastbound traffic on Benvenuto Crescent (north leg) be required to stop for northbound and southbound traffic on Claudette Gate; and,

(b) That eastbound traffic on Philomena Drive be required to stop for northbound and southbound traffic on Alfrin Court; and,

(c) That eastbound traffic on Danson Drive be required to stop for northbound and southbound traffic on Spadara Drive; and,

(d) That westbound traffic on Danson Drive be required to stop for northbound and southbound traffic on Donnici Drive; and,

(e) That the City Traffic By-law 89-72 be amended accordingly.

(b) **Intersections of Garden Crescent (north and south legs) and East 24th Street**

The Committee was in receipt of a report dated 1995 January 19 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That eastbound traffic on both the north and south legs of Garden Crescent be required to stop for northbound and southbound traffic on East 24th Street and that the City Traffic By-law 89-72 be amended accordingly.

(c) **Intersection of Acadia Drive and Butler Drive**

The Committee was in receipt of a report dated 1995 January 23 from the Director of Traffic Services respecting the subject matter.

The Committee approved the following recommendation:

That all-way stop control be implemented at the intersection of Acadia Drive and Butler Drive and that the City Traffic By-law 89-72 be amended accordingly.

C. **COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES**

i. **1995 Servicing Expenditures Related to Subdivisions**

The Committee was in receipt of a report dated 1995 January 26 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

(a) That the submitted schedule of works be adopted for inclusion in the Subdivision Agreement with the Owners for the estimated costs of services in:

"ORCHARD PARK ESTATES - PHASE 4", Hamilton

City's Share $18,843. Owner's Share - $179,804.

(b) That the Mayor and City Clerk be authorized and directed to execute the proposed Subdivision Agreement with the Owners of "Orchard Park Estates - Phase 4", Hamilton as well as any other related documents required for this development subject to the approval of the City Solicitor; and,

(c) That approval to the above-noted clauses be subject to the condition that no work be commenced until the final plans and subdivision agreements have been registered; and,

(d) That in the event the Owners wish to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at the own risk provided they enter into a standard agreement with the City of Hamilton for Pre-Servicing; and,

(e) That the City's share of services in "Orchard Park Estates - Phase 4", Hamilton ($18,843.) be approved and that the Finance and Administration Committee recommend the source of funding.

ii. **Encroachment Agreements**

The Committee was in receipt of a report dated 1995 January 26 from the Senior Director, Roads Department respecting the subject matter.

The Committee approved the following recommendation:

That the applications to retain inadvertent encroachments at the locations as outlined on Appendix "A", attached hereto, be approved provided:

(a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indemnify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss; and,

(b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement; and,

(c) That the first year fees and subsequent annual fees outlined in Appendix "A" be set for the encroachments.

D. SECRETARY, TASK FORCE TO REVIEW THE SUB-COMMITTEE STRUCTURE

Recommendations -
Sub-Committees reporting to the Transport and Environment Committee

The Committee was in receipt of a report dated 1995 January 30 from the Secretary, Task Force to Review the Sub-Committee Structure respecting the subject matter.

That the following recommendations respecting the Sub-Committees which report to the Transport and Environment Committee, be approved:

Pedestrian Safety Advisory Sub-Committee

That the Pedestrian Safety Advisory Sub-Committee continue as a Task-oriented group to be reviewed in six months time.

E. SECRETARY, TRANSPORT AND ENVIRONMENT COMMITTEE

Information Reports

The Committee was in receipt of a report dated 1995 February 1 from the Secretary, Transport and Environment Committee respecting the subject matter.

The Committee approved the following recommendation:

That the following Information Items which have been previously forwarded to the Members of the Committee under separate cover, be received for information purposes:

(a) Green Streets Canada - Municipal Tree Planting Recognition Program

(b) Canadian Soft Drink Association -
Industry's Commitment to Waste Management

(c) McNair Computer Sales and Service - Lack of Garbage Pick-up on Mondays

3. DIRECTOR OF PUBLIC WORKS

Request for Sidewalk Reconstruction in Front of 456½ Cannon Street East

The Committee was in receipt of a report dated 1994 November 22 from the Director of Public Works respecting the subject matter.

Following a brief discussion, the Committee approved the following recommendation:

That no action be taken on the request by the homeowner at 456½ Cannon Street East to have the sidewalk in front of her home reconstructed.

4. DIRECTOR OF TRAFFIC SERVICES

(a) **Level of Parking Violation Fine for Overtime Parking Meters**

The Committee was in receipt of a report dated 1995 January 17 from the Director of Traffic Services respecting the subject matter.

Following discussion, the Committee approved that the parking violation fine for overtime parking at meters not be increased.

(b) **Supply and Delivery of Traffic Poles, Hardware and Traffic Signal Arms during 1995, Traffic Department**

The Committee was in receipt of a report dated 1995 January 24 from the Director of Traffic Services and the Manager of Purchasing respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Sentinel Pole and Traffic Equipment Ltd., Mississauga, Ontario; for an amount of up to a maximum of $71,000., for the supply and delivery of traffic poles, hardware and traffic signal arms as and when required during 1995 by the Traffic Department, being the lowest of five bids received and being in accordance with the specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH56154 75999.

(c) **Supply and Delivery of Sign Blanks during 1995 Traffic Department**

The Committee was in receipt of a report dated 1995 January 17 from the Director of Traffic Services and the Manager of Purchasing respecting the subject matter.

The Committee approved the following recommendation:

That a purchase order be issued to Guild Electric Limited, Scarborough, Ontario; for an amount of up to a maximum of $95,000., for the supply and delivery of sign blanks as and when required during 1995 by the Traffic Department, as per attached prices, being the lowest of four bids received and being in accordance with the specifications issued by the Manager of Purchasing Vendor's tender, and that this expenditure be financed through the Traffic Signs Materials Account No. CH56154 75999.

(d) **Intersection of Highridge Road and Swan Street Intersection Control**

The Committee was in receipt of a report dated 1995 January 18 from the Director of Traffic Services respecting the subject matter.

At the request of Alderman D. Agostino, the Committee agreed that this item be tabled in order that a delegation appear at a future meeting.

5. COMMISSIONER OF TRANSPORTATION/ENVIRONMENTAL SERVICES

(a) **1995 - 2004 Provisional Capital Budget - Roads Department**

The Committee was in receipt of a report dated 1995 January 13 from the Senior Director, Roads Department respecting the subject matter.

Following discussion, the Committee approved the following recommendation:

(a) That the capital projects from the Roads Department be considered for inclusion in the Ten Year 1995 - 2004 Provisional Capital Budget; and,

(b) That these capital projects be reviewed by the Management Team for consideration of the Committee of the Whole and City Council.

(b) **Extension of Eaglewood Drive, Eleanor Neighbourhood**

The Committee was in receipt of a report dated 1995 February 1 from the Senior Director, Roads Department respecting the subject matter.

Following considerable discussion, the Committee approved Option #2 contained in the background of the report and subsequently approved the following recommendation:

That staff be directed to pursue the purchase of an easement of approximately 3 metres by 75 metres from Eleanor Avenue to the existing limit of Eaglewood Drive in order to construct an asphalt pedestrian path through the easement at an estimated cost of approximately $3,500. and report back to the Transport and Environment Committee.

6. CITY COUNCIL REFERRALS

(a) **Intersection of Rowntree Drive and Rushdale Drive - Intersection Control**

The Committee was in receipt of a correspondence from the City Clerk indicating that at its meeting held 1995 January 31, City Council refereed back Section 47 of the Transport and Environment Committee's Second Report for 1995 respecting All-Way Stop Control regulation at the intersection of Rowntree Drive and Rushdale Drive.

Following a brief discussion, the Committee agreed that no action be taken on the recommendation contained in the 1994 November 30 report from the Director of Traffic Services respecting the subject matter.

(b) **North and East Side of Chedmac Drive - Parking Regulations**

The Committee was in receipt of correspondence from the City Clerk indicating that at its meeting held 1995 January 31, City Council referred back Section 16 of the Transport and Environment Committee's Second Report for 1995 respecting a "No Parking" regulation on both sides of Chedmac Drive.

Following a brief discussion, the Committee agreed that no action be taken on the recommendation contained in the 1995 January 9 report from the Director of Traffic Services respecting the subject matter and further that the Director of Traffic Services remove the existing "No Parking" signs in the area along Chedmac Drive and that staff report back to a future meeting on the issue.

7. MAYOR R. M. MORROW

Street Beautification Funding

Mayor Morrow addressed the Committee on the issue of Street Beautification funding and suggested that the funding from the Street Construction Budget be increased from 1% to 2½% the same as the Region funds its Street Beautification program.

Following discussion about the effect of this additional funding on the supplementary list of the Street Reconstruction Program, the Committee approved the following recommendation:

That the Director of Public Works be directed to include an increase in the Road and Sidewalk Reconstruction - Street Beautification funding from the current allotment of 1% to 2.5% for consideration by the Committee of the Whole and the Public Works Department 1995 - 2004 Provisional Capital Budget deliberations.

8. OTHER BUSINESS

(a) **Parking Meters - King Street between Wellington Street and Mary Street**

Alderman Agro raised the issue of the installation of Parking Meters on both sides of King Street between Wellington Street and Mary Street. He stated that while this was a regional issue, he would like to go on record as supporting the request of the International Village B.I.A. Mr. Hazell indicated that Traffic Department staff was working with the International Village B.I.A. on this issue and would be presenting a recommendation to their meeting as well as meeting with Regional staff on this issue.

Following further discussion, the Committee approved the recommendation:

That the Traffic Department staff be directed to report back to the Committee following the meeting with the International Village B.I.A. on the issue of Parking Meters located on both sides of King Street between Wellington Street and Mary Street.

(b) **Public Works Department - Inventory Control**

Alderman Merling raised the issue of inventory control in the Public Works Department and following a brief discusison, the Committee approved the following recommendation:

"That the C.A.O., City Solicitor, City Treasurer and Director of Public Works be directed to prepare a report on upgrading the reporting procedures, monitoring and training methodologies for inventory control in the Department of Public Works."

9. ADJOURNMENT

There being no further business, the meeting then adjourned.

Taken as read and approved,

ALDERMAN HENRY MERLING, CHAIRMAN
TRANSPORT & ENVIRONMENT COMMITTEE

Kevin C. Christenson
Secretary

1995 February 6

/mjw

2(BXi Xa)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 19

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Barton Secondary School, 75 Palmer Road - Request for a Wheelchair Loading Zone. [TEC-54-95]

RECOMMENDATION:

That a "Wheelchair Loading Zone, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation be implemented on the east side of Palmer Road commencing at a point 111 feet south of the extended south curb line of Rosanne Crescent and extending to a point 30 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

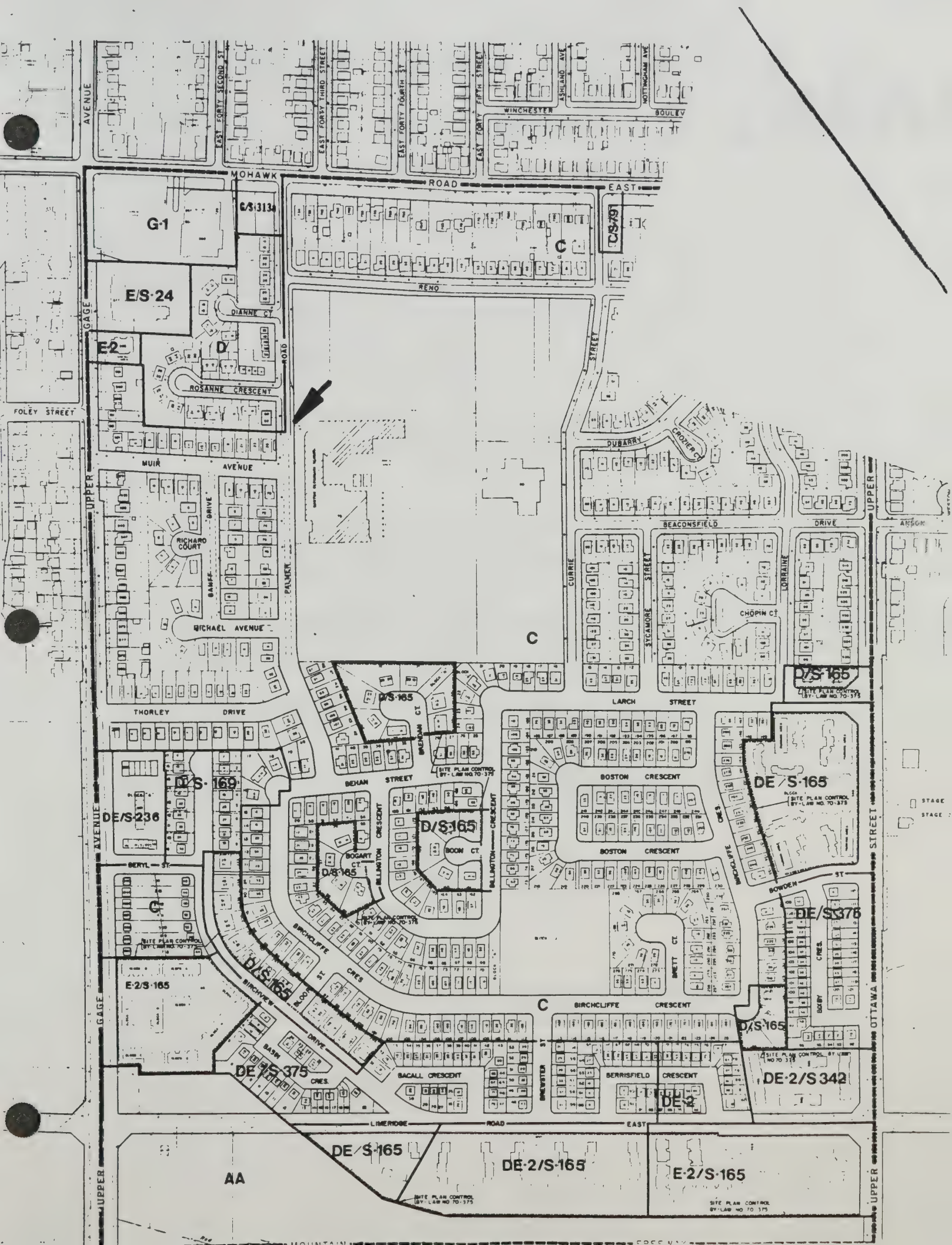
BACKGROUND:

The Traffic Department has received a request from Paul Smith, Vice-Principal of Barton Secondary School, 75 Palmer Road, that a wheelchair loading zone be implemented on the east side of Palmer in front of the school since several disabled students require the use of Darts vehicles.

Palmer has a 28 foot pavement width, and presently, there is a "No Parking" regulation on the west side and a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Saturday" regulation on the east side of the street in this area except for a short section of a "No Stopping" regulation directly in front of the front doors of the school. The Traffic Department has reviewed this matter and concurs with the request.

The implementation of the requested regulation would not result in the loss of any on-street parking spaces.

MT/CVB/kg


MOHAWK ROAD EAST
RENO
G-1
E/S-24
E-2
D
C
C/S-313
C/S-79
DIANNE CT.
ROSANNE CRESCENT
MUIR AVENUE
FOLEY STREET
GAGE AVENUE
UPPER
PALMER ROAD
CURRIE STREET
DUBARRY
CROZIER CR.
BEACONSFIELD
DRIVE
SYCAMORE STREET
LORRAINE
CHOPIN CT.
RICHARD COURT
BANFF DRIVE
MICHAEL AVENUE
THORLEY DRIVE
LARCH STREET
D/S-165
BREKDAN CT.
BEHAN STREET
BOSTON CRESCENT
DE/S-165
D/S-169
DE/S-236
BERYL ST.
BOGART CT.
ELLINGTON CRESCENT
BOON CT.
BIRCHCLIFFE CRES
BIRCHCLIFFE CRESCENT
BRETT CT.
BOWDEN ST
DE/S-375
E-2/S-165
BIRCHVIEW DRIVE
BASIN CRES.
BACALL CRESCENT
BERRISFIELD CRESCENT
DE-2/S-342
DE-2
LIMERIDGE ROAD EAST
DE/S-165
AA
DE-2/S-165
E-2/S-165
SITE PLAN CONTROL BY-LAW NO 70-375
OTTAWA STREET
STAGE

2(8)(i)(b)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 24

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: South Side of Market Street, west at Queen Street North - Parking Regulations. [TEC-64-95]

RECOMMENDATION:

a) That the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Market Street commencing at a point 94 feet west of Queen Street North and extending to a point 238 feet westerly therefrom, be removed; and

b) That a "No Stopping" regulation be implemented on the south side of Market Street commencing at a point 94 feet west of Queen Street North and extending to a point 90 feet westerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

BACKGROUND:

The Traffic Department has received a request from Mr. Scott Weldon, 10 Villa Court, that the existing "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side of Market between Ray and Queen be removed. The subject regulation was implemented approximately 20 years ago to facilitate truck turning movements for the business across the street. This business has been closed for several years and the subject regulation is no longer required.

Market has a 22 foot pavement width, and presently, there is a "No Parking" regulation on the north side of the street in this block. There is also a "No Parking, 7:00 a.m. to 6:00 p.m., Monday to Friday" regulation on the south side which is flanked by a short section of a "One Hour Parking Time Limit, 8:00 a.m. to 6:00 p.m., Monday to Friday" regulation immediately west of Queen and a short section of unrestricted parking immediately east of Ray. Staff has contacted a representative of the Mount St. Joseph Building, No. 354 King Street West and he has expressed support for this request provided that a driveway clearance be maintained for their driveway on the south side of Market. Therefore, the Traffic Department concurs with the request.

The implementation of the requested parking regulations would result in the provision of approximately six additional unrestricted on-street parking spaces in this block.

MT/CVB/kg


KING STREET WEST
MAIN STREET WEST
QUEEN STREET SOUTH
HUNTER STREET WEST
MARKET STREET
JAMES STREET SOUTH
MACNAB STREET SOUTH
HUGHSON STREET SOUTH
PARK STREET SOUTH
PEARL STREET NORTH
WALNUT STREET
CATHERINE STREET NORTH
BAY STREET SOUTH
MACNAB STREET NORTH
HUGHSON STREET NORTH
PARK STREET NOR

2(BXiXc)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 30

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Riverdale Drive - Parking Regulations. [TEC-068-95]

RECOMMENDATION:

That a "No Stopping" regulation be implemented on the west side of Riverdale Drive commencing at a point 93 feet south of the south curb line of Jerome Crescent and extending to a point 51 feet southerly therefrom and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

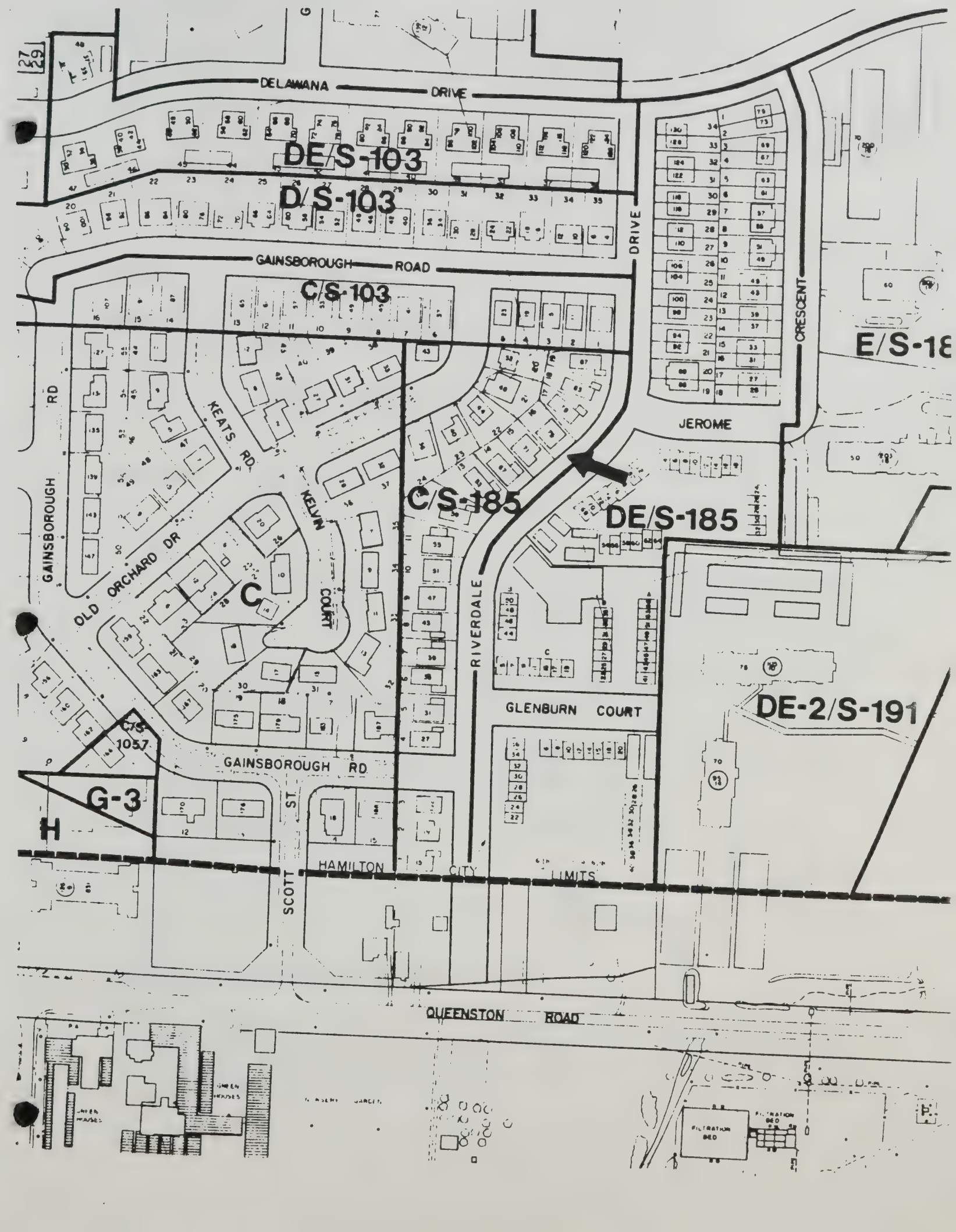
BACKGROUND:

Alderman Dominic Agostino has advised of a request from Mr. Mario Cuglietta, 75 Riverdale Drive, that a "No Stopping" driveway clearance be implemented on the west side of Riverdale directly in front of his home in order to improve visibility when backing out of his driveway.

Riverdale has a 38 foot pavement width, and presently parking is prohibited on the east side and unrestricted on the west side of the street in this area. An investigation has confirmed that visibility is obstructed to some degree when vehicles are parked adjacent to Mr. Cuglietta's driveway due to the curvature of the roadway. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulation will result in the loss of only one on-street parking space directly in front of the applicant's property. However, since virtually all residents have available off-street parking in this area, the Traffic Department does not anticipate any parking difficulties for area residents.

CVB/MH/ca


DELAWANA DRIVE
DE/S-103
D/S-103
GAINSBOROUGH ROAD
C/S-103
DRIVE
CRESCENT
E/S-18
JEROME
KEATS RD
KELVIN
C/S-185
DE/S-185
GAINSBOROUGH RD
OLD ORCHARD DR
COURT
C
RIVERDALE
GLENBURN COURT
DE-2/S-191
C/S 1057
GAINSBOROUGH RD
G-3
H
SCOTT ST
HAMILTON CITY LIMITS
QUEENSTON ROAD
FILTRATION BED

2(c)(i)(d)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 30

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: East 22nd Street and Cliff Avenue - Parking Meters.
[TEC-069-95]

RECOMMENDATION:

a) That the existing "No Parking" regulation on the west side of East 22nd Street which commences at a point 69 feet south of Concession Street and extends to a point 40 feet southerly therefrom, be replaced with two-hour parking meters; and

b) That the existing "No Parking" regulation on the west side of Cliff Avenue commencing at Concession Street and extending to a point 110 feet northerly therefrom be replaced with two-hour parking meters; and

c) That the existing 110 foot "No Parking" regulation on the east side of Cliff Avenue, north of Concession be extended 51 feet northerly; and

d) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget to cover the cost of removing the subject signs and the Hamilton Parking Authority has sufficient funds and equipment available for installing the subject parking meters. There would be some additional revenue generated by the installation of the parking meters on Cliff and East 22nd.

BACKGROUND:

At the Concession Street B.I.A. General Membership Meeting held at St. Stephen On-The-Mount Church on 1994 November 15, the Traffic Department was asked to consider the installation of additional parking meters on Cliff and East 22nd.

The Traffic Department contacted a representative of Cocca Installations, 562 Concession Street, who advised that he supports replacing the loading zone on the west side of East 22nd, adjacent to his business with parking meters since he has an off-street loading area. An investigation has revealed that two additional meters could be provided in this area. Therefore, the Traffic Department concurs with this request.

Cliff has a 24 foot pavement width, and presently, parking is prohibited on both sides of the street between Concession and a point 110 feet northerly therefrom. The "No Parking" regulations were implemented nearly 30 years ago and records no longer indicate why. The remainder of the street is controlled by an "Alternate Side Parking" regulation.

The new Concession Street Library abuts the west side of the street and a Doctor's office abuts the east side in this area. An investigation has revealed that four parking meters could be provided on the west side of the street. In order to prevent a "jog" in traffic, it will be necessary to extend the existing "No Parking" regulation on the east side of the street 51 feet northerly. This will result in the loss of only one unrestricted on-street parking space.

The net result of these proposed changes to the existing parking regulations on Cliff would be the provision of four metered parking spaces and the loss of one unrestricted space. Therefore, the Traffic Department concurs with the request.

CVB/MH/ca


E/S·67
E/S 250
EAST TWENTY STREET
FIRST STREET
SECOND STREET
THIRD STREET
FOURTH STREET
FIFTH STREET
SIXTH STREET
TWENTY SEVENTH STREET
THIRTY STREET
SUMMIT AVENUE
CLIFF AVENUE
HAMILTON AVENUE
VIEWPOINT AVENUE
POPLAR AVENUE
UPPER SHERMAN AVENUE
CONCESSION STREET
QUEENSDALE AVENUE
WOODWARD AVENUE
SANFORD AVENUE
BURRIS
FAIRLEIGH
HOLTON
EASTBOURNE
CANADIAN NATIONAL

26Bxi(e)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 31

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: South side of Devon Place between Bond Street North and Longwood Road North - Parking Regulations. [TEC-073-95]

RECOMMENDATION:

That the existing "No Parking" regulation on the south side of Devon Place commencing at Longwood Road North and extending to a point 112 feet westerly therefrom be extended to Bond Street North, and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

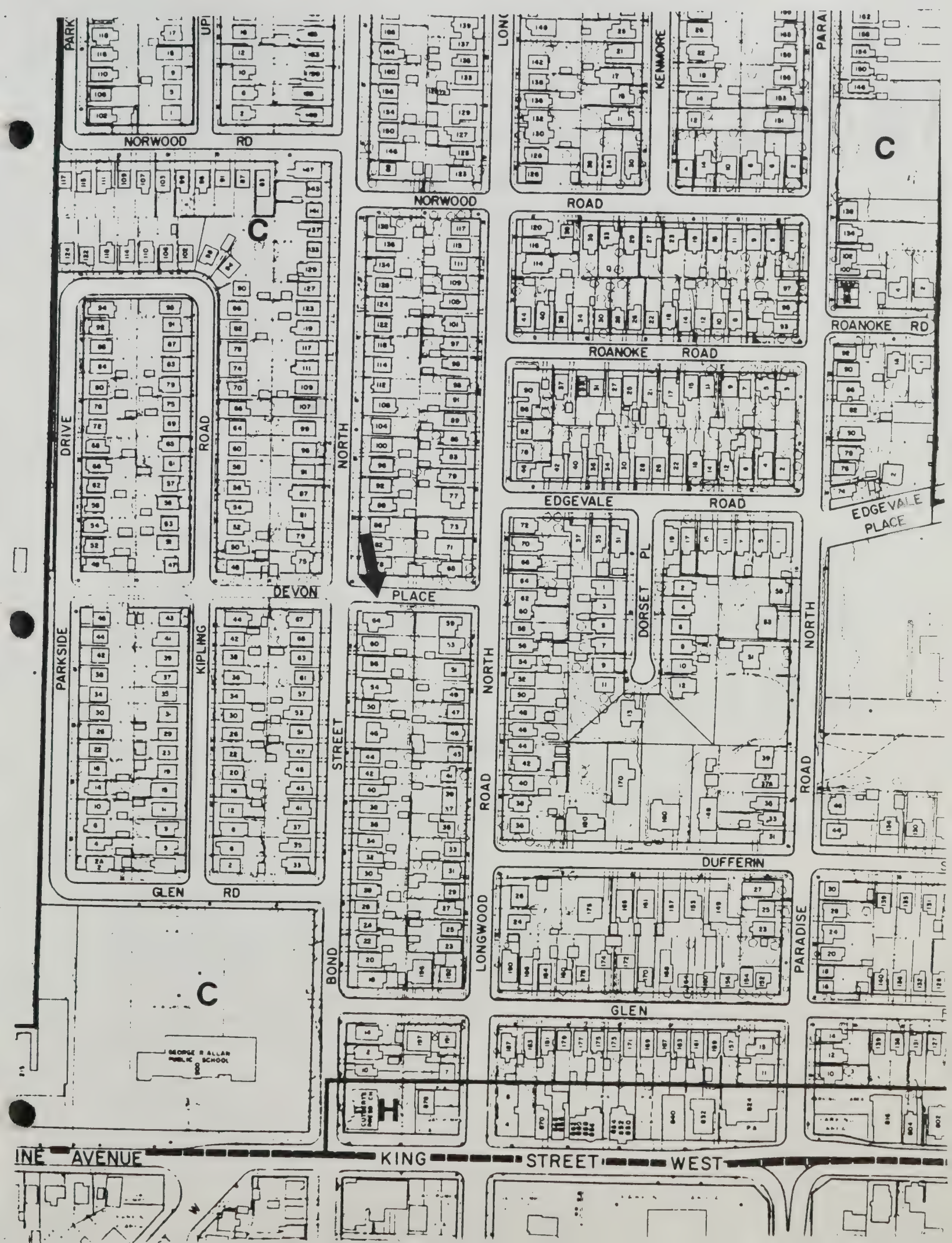
BACKGROUND:

The Traffic Department has received a request from Mrs. Nameth, 64 Bond Street North, that parking be prohibited on the south side of Devon Place, adjacent to her home.

Bond has a 24 foot pavement width, and presently, parking is prohibited on the north side and on the south side of the street, in the easterly half of the block. There are no curbs or sidewalks on Devon and Mrs. Nameth has expressed concern regarding parked vehicles ruining her lawn.

The implementation of the requested regulation will result in the loss of approximately four on-street parking spaces immediately adjacent to the applicant's property. However, since virtually all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents and concurs with the request.

CVB/MH/ca


NORWOOD RD
NORWOOD
ROAD
KENMORE
C
ROANOKE RD
ROANOKE ROAD
EDGEVALE ROAD
EDGEVALE PLACE
DRIVE
ROAD
NORTH
DEVON
PLACE
PARKSIDE
KIPLING
STREET
DORSET PL
DUFFERIN
GLEN RD
BOND
LONGWOOD ROAD
PARADISE ROAD
GLEN
H
KING STREET WEST

2(BXiXf)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 03

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 110-57 Forest Avenue - Request to Remove a Reserved "Permit Parking" Space. [TEC-075-95]

RECOMMENDATION:

That the existing "Permit Parking" regulation on the south side of Forest Avenue commencing at a point 128 feet west of John Street South and extending to a point 23 feet westerly therefrom, be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

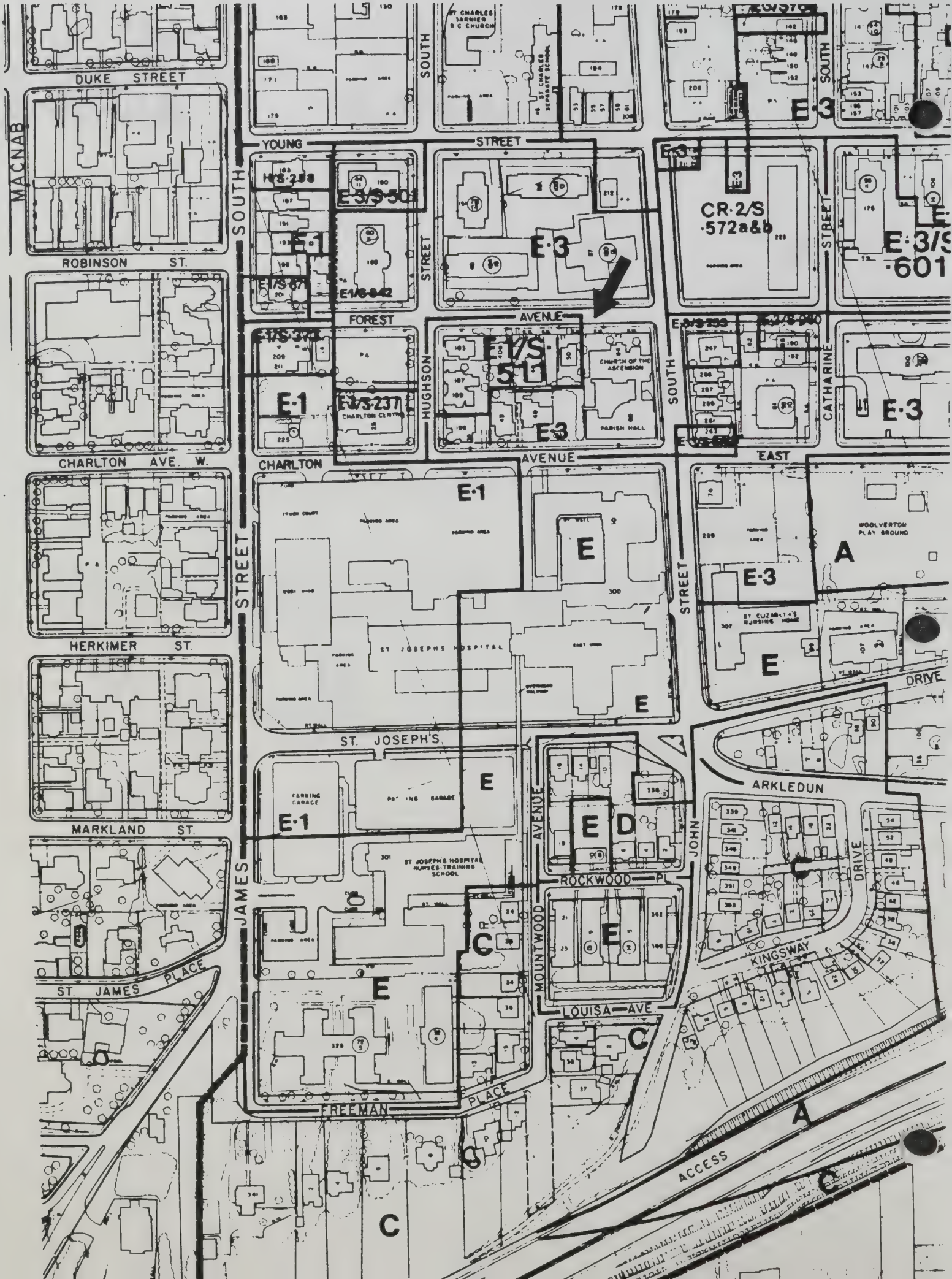
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds have been provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

In December 1994, City Council approved a request from Mr. Charles Smith, No. 110-57 Forest Avenue, that a "Permit Parking" regulation be implemented on the south side of Forest, across from his apartment building since he is disabled and his oversized vehicle would not fit in the underground parking garage on the apartment property. However, staff has been advised that Mr. Smith has passed away and that the "Permit Parking" regulation is no longer required. Therefore, it would be appropriate to remove the subject signs to restore one on-street parking space.

CVB MH
CVB/MH/ca


DUKE STREET
MACNAB
ROBINSON ST.
CHARLTON AVE. W.
HERKIMER ST.
MARKLAND ST.
JAMES STREET SOUTH
ST. JAMES PLACE
YOUNG STREET
FOREST AVENUE
CHARLTON AVENUE
HUGHSON STREET SOUTH
CATHARINE STREET SOUTH
EAST
ST. JOSEPH'S
ST. JOSEPHS HOSPITAL
ST. JOSEPH'S HOSPITAL NURSES-TRAINING SCHOOL
MOUNTWOOD AVENUE
ROCKWOOD PL
LOUISA AVE
FREEMAN PLACE
JOHN
ARKLEDUN DRIVE
KINGSWAY DRIVE
ACCESS
CHURCH OF THE ASCENSION
PARISH HALL
WOOLVERTON PLAY GROUND
CR-2/S-572a&b
E-3/S-601
E-1/S-501
E-1/S-237
E-1/S-342
E-1/S-371
E-3/S-233
E-1/S-540
E-1/S-541
E-1/S-542
E-1/S-543
E-1
E-3
A
C
D

2(BXiXg)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 6

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Nos. 175 and 201 Queen Victoria Drive - Driveway Clearances. [TEC-76-95]

RECOMMENDATION:

a) That a "No Stopping" driveway clearance be implemented on the north side of Queen Victoria Drive commencing 40 feet east of the extended east curb line of Rainham Street and extending to a point 74 feet westerly therefrom; and

b) That a "No Stopping" driveway clearance be implemented on the north side of Queen Victoria Drive commencing 266 feet west of the extended west curb line of Rainham Street and extending to a point 84 feet westerly therefrom; and

c) That the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs.

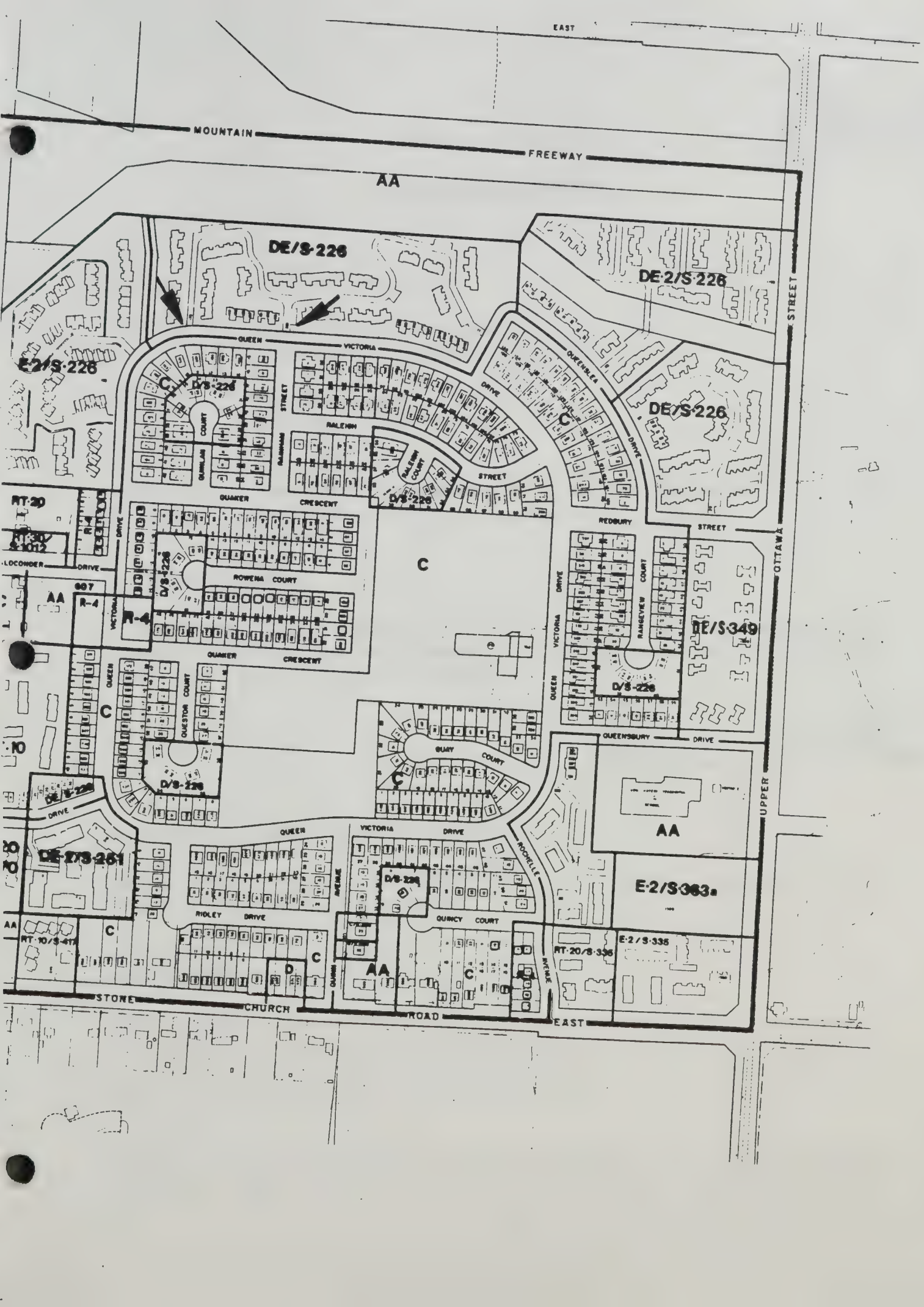
BACKGROUND:

The Traffic Department has received a request from Mrs. Williams of Lounsbury Management Services, that "No Stopping" driveway clearances be implemented at Nos. 175 and 201 Queen Victoria Drive.

Queen Victoria has a 28 foot pavement width, and presently, there is unrestricted parking on the north side and a "No Parking" regulation on the south side of the street in the vicinity of these two properties. Mrs. Williams has expressed concern that visibility is obstructed for motorists attempting to enter Queen Victoria from the driveways of these two properties. An investigation has revealed that motorists' visibility is obstructed to some degree at these two locations. Therefore, the Traffic Department concurs with the request.

The implementation of the requested regulations would result in a loss of approximately four legal on-street parking spaces. However, since all residents have available off-street parking, the Traffic Department does not anticipate any parking difficulties for area residents.

MT/CVB/kg


EAST
MOUNTAIN
FREEWAY
AA
DE/S-226
DE-2/S-226
E-2/S-226
DE/S-226
QUEEN
VICTORIA
DRIVE
QUEENSLEA
DRIVE
STREET
OTTAWA
STREET
RT-20
LOCONDER
DRIVE
QUAKER
CRESCENT
RALEIGH
STREET
REDBURY
STREET
ROWENA COURT
C
AA
R-4
DE/S-349
QUEENSBURY
DRIVE
QUESTON COURT
BURY
COURT
DE-2/S-261
RIDLEY
DRIVE
QUINCY
COURT
ROOKELLE
AVENUE
E-2/S-383a
E-2/S-335
RT-20/S-336
RT-10/S-417
STONE
CHURCH
ROAD
EAST
UPPER

2(BXiX)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 08

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: East Side of Mary Street between King William Street and Rebecca Street - Parking Regulations. [TEC-077-95]

RECOMMENDATION:

That the duration of the existing half-hour parking meters on the east side of Mary Street between King William Street and Rebecca Street be increased to one hour and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Parking Authority budget estimates to cover the cost of changing the subject meter heads.

BACKGROUND:

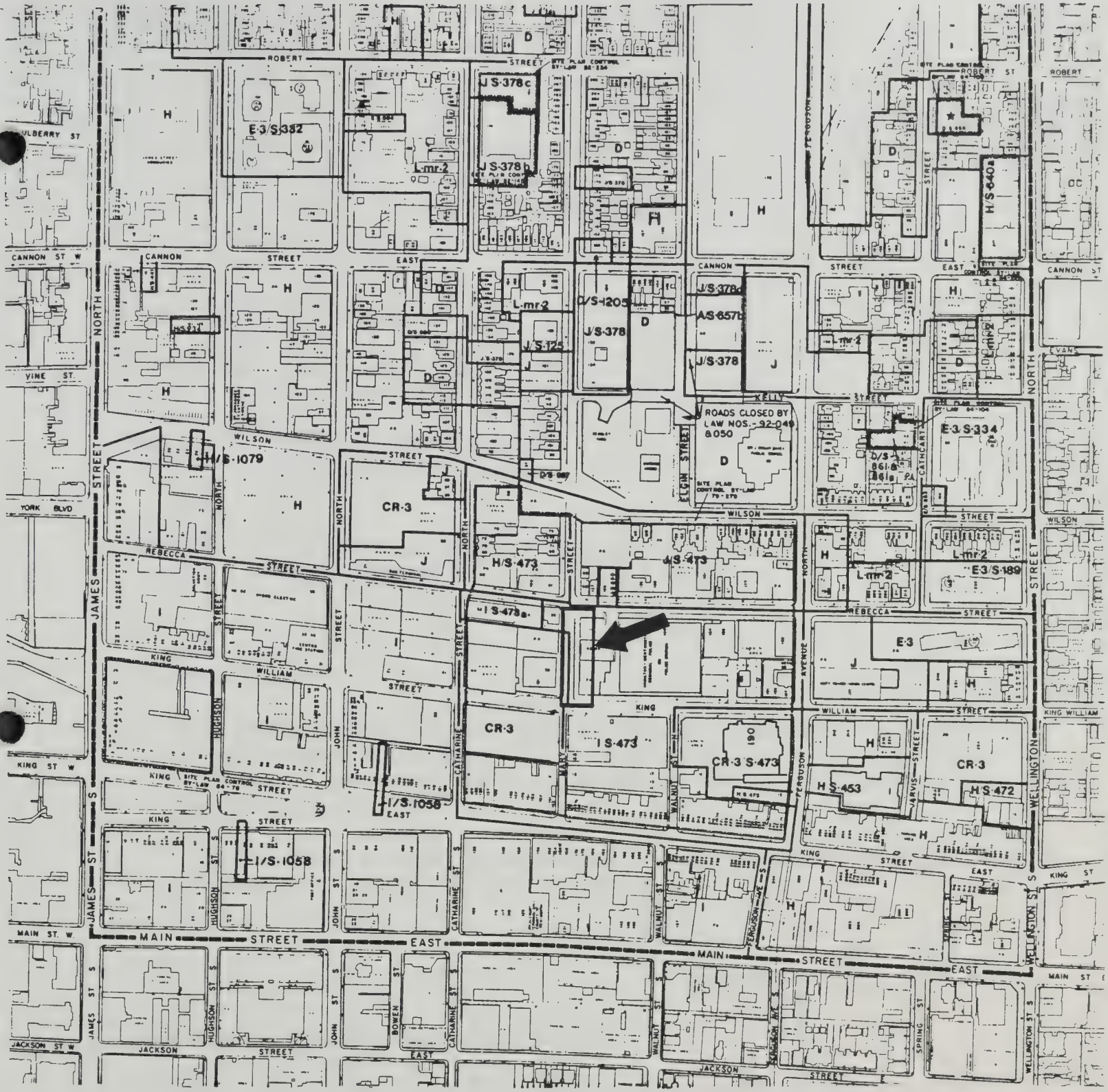
The Traffic Department has received a request from Steven Scott, Acting Administrator for the Townsview Lifecare Centre, 39 Mary Street, that the duration of the parking meters on the east side of Mary between King William and Rebecca be increased from a half-hour to one hour in order to allow visitors of this seniors building to visit their relatives longer than 30 minutes.

Mary has a 30 foot pavement width, and presently, parking is prohibited on the west side and there are half-hour parking meters on the east side of the street in this block. The

meters in the block to the north have a one hour limit.

There is one commercial business in this block, Superior Engravers, 42 Mary Street, and a representative of this business has advised that they support this request. Therefore, the Traffic Department concurs with the request.

CVB/MH/ca



All Lands Within This Neighbourhood Is Subject To Site Plan Control By-law No. 90-285.

107	106	69
21	10	95
41	31	125

This is not a Legal Document
For Zoning Verification Please
Contact City Building Department.

CITY OF HA

BEASL

ZONIN

Neighbourhood Boundary

Zoning Boundary.

0 SCALE 50m

Prepared for The City of Hamilton

PLANNING UNIT NO.

2(B)(i)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 54 Craigmiller Avenue - Request for a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-83-95]

RECOMMENDATION:

a) That a "Permit Parking" regulation be implemented on the south side of Craigmiller Avenue commencing at a point 113 feet west of Ottawa Street North and extending to a point 26 feet westerly therefrom and that the City Traffic By-law 89-72 be amended accordingly; and

b) That the Director of Traffic Services be authorized to issue one parking permit to Mr. Howard Myres, No. 54 Craigmiller Avenue.

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of manufacturing, erecting and maintaining the required signs. However, the $12. annual charge for the parking permit will off-set the cost to some degree.

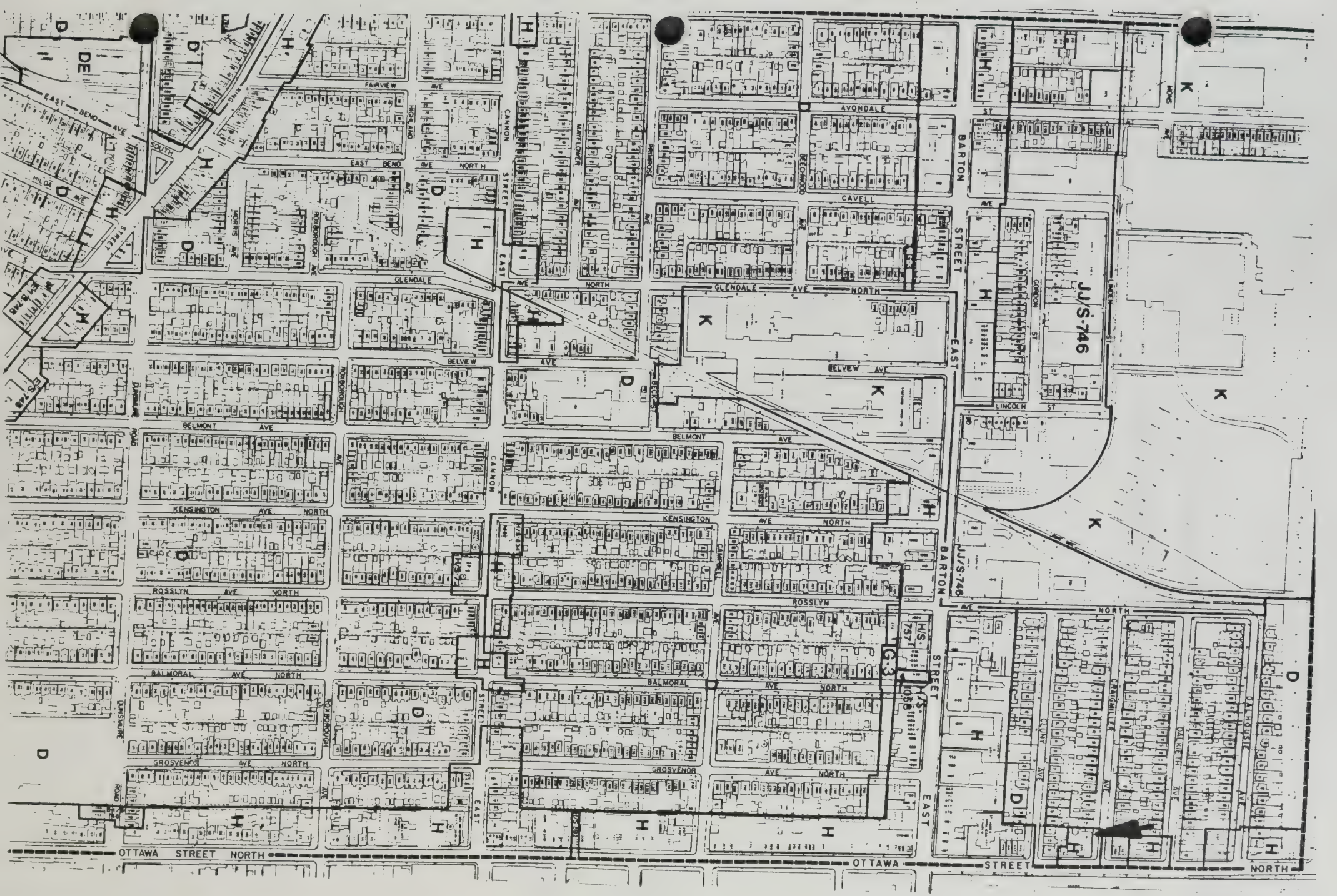
BACKGROUND:

The Traffic Department received a request from Mr. Howard Myres, 54 Craigmiller Avenue, that a reserved "Permit Parking" space be designated on the south side of Craigmiller Avenue in front of his home since he is disabled.

Craigmiller has a 24 foot pavement width, and presently, there is an "Alternate Side Parking" regulation in this area and therefore, normal practice is to designate a reserved "Permit Parking" space on both sides of the street such that the applicant has a reserved parking space on a year round basis. However, Mr. Myres has advised that he requires a space only when parking is permitted on his side of the street under the existing "Alternate Side Parking" regulation so as not to inconvenience area residents. Loading and unloading can take place on this side at other times.

The City Council, on 1987 December 08, approved a policy to allow for the implementation of an individual reserved "Permit Parking" space in front of disabled residents homes. This policy requires, in part, that the applicant possess a valid disabled permit issued by the Ministry of Transportation. The Traffic Department has confirmed that Mr. Myres possesses a valid permit. An investigation has revealed that there is no suitable alternative parking area available on private property. Therefore, the Traffic Department concurs with the request.

MT/CVB/kg


EAST BEND AVE
SOUTH
FAIRVIEW AVE
EAST BEND AVE NORTH
GLENDALE AVE NORTH
BELVIEW AVE
BELMONT AVE
KENSINGTON AVE NORTH
ROSSLYN AVE NORTH
BALMORAL AVE NORTH
GROSVENOR AVE NORTH
AVONDALE
CAVELL AVE
BARTON STREET EAST
LINCOLN ST
JJ/S-746
OTTAWA STREET NORTH
CANNON STREET
HIS 757
IG-3

2(13)(i)(j)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 21

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: No. 62 Fullerton Avenue - Request to Remove a Reserved "Permit Parking" Space for a Disabled Resident. [TEC-85-95]

RECOMMENDATION:

That the existing "Permit Parking" regulation on the east side of Fullerton Avenue which commences at a point 151 feet south of Princess Street and extends to a point 19 feet southerly therefrom be removed and that the City Traffic By-law 89-72 be amended accordingly.

Murray F. Main

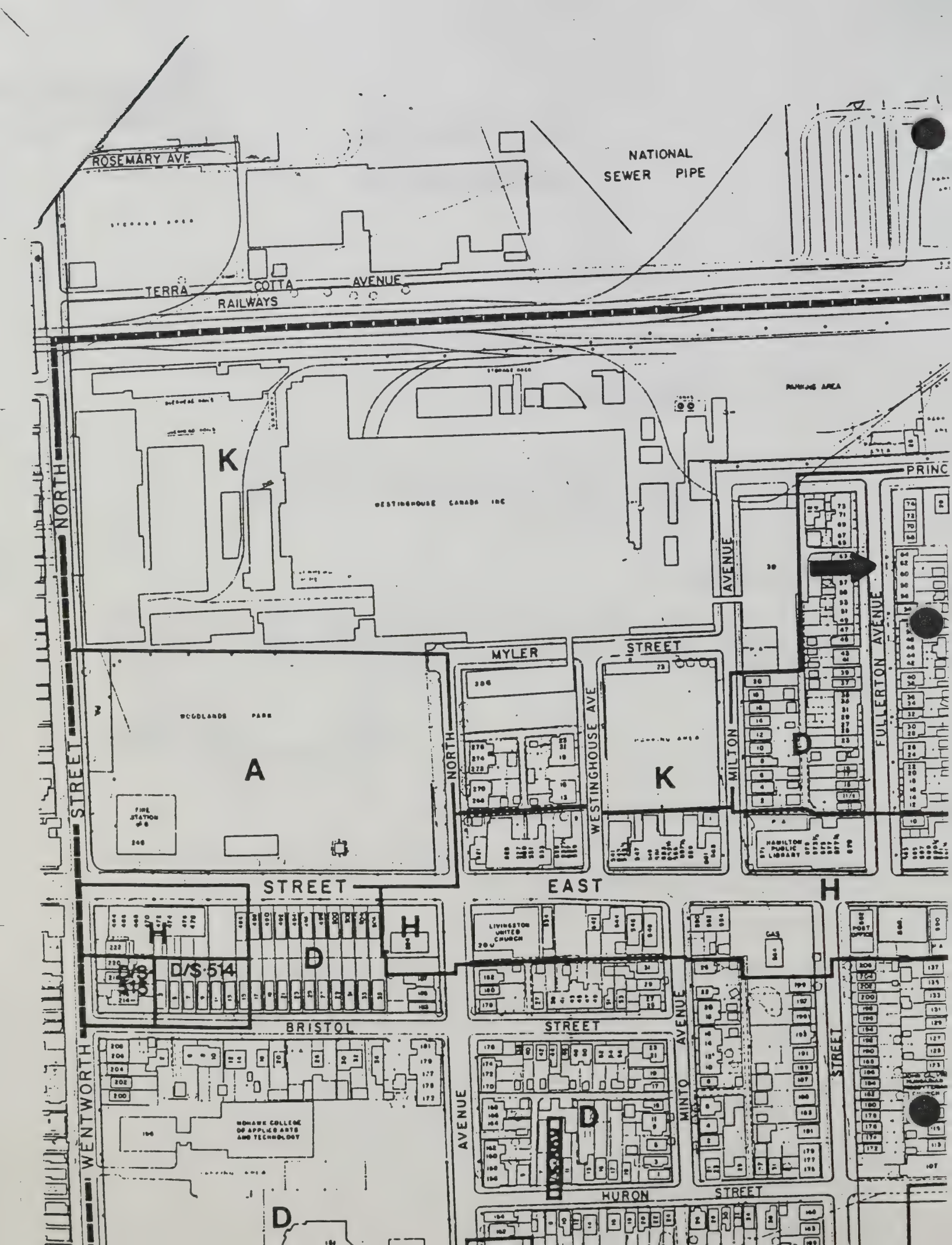
FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

Sufficient funds are provided in the 1995 Traffic Department operating budget estimates to cover the cost of removing the subject signs.

BACKGROUND:

The Traffic Department received a request from Mrs. Lavern Patterson, owner of 62 Fullerton Avenue, that the existing reserved "Permit Parking" space in front of her property be removed since her previous tenant, Mr. Randy Ferrell, has moved. The Traffic Department has reviewed this matter and concurs with the request.

MT/CVB/kg


ROSEMARY AVE.
NATIONAL
SEWER PIPE
TERRA COTTA AVENUE
RAILWAYS
NORTH
K
WESTINGHOUSE CANADA INC
PRINC
AVENUE
MYLER
STREET
WOODLANDS PARK
A
K
STREET
NORTH
WESTINGHOUSE AVE
MILTON
D
FULLERTON AVENUE
STREET
EAST
H
H
D
D/S-514
LIVINGSTON UNITED CHURCH
BRISTOL
STREET
WENTWORTH
AVENUE
MINTO
AVENUE
D
STREET
HURON
STREET
D

2(BXiii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 15

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: Murray F. Main, P. Eng.
Director of Traffic Services

SUBJECT: Bayfront, Fennell and Burlington Bus Route - Bus Stop Relocation. [TEC-82-95]

RECOMMENDATION:

That in accordance with the request by the Hamilton Street Railway Company, the following bus stop be relocated:

Route #4 Bayfront, 31 Fennell & 53 Burlington

Delete - Eastbound -	Beach Road, south side, 99 feet east of Albemarle Street (F/S); and
Add - Eastbound -	Beach Road, south side, 23 feet west of Albemarle Street (N/S).

Murray F. Main

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

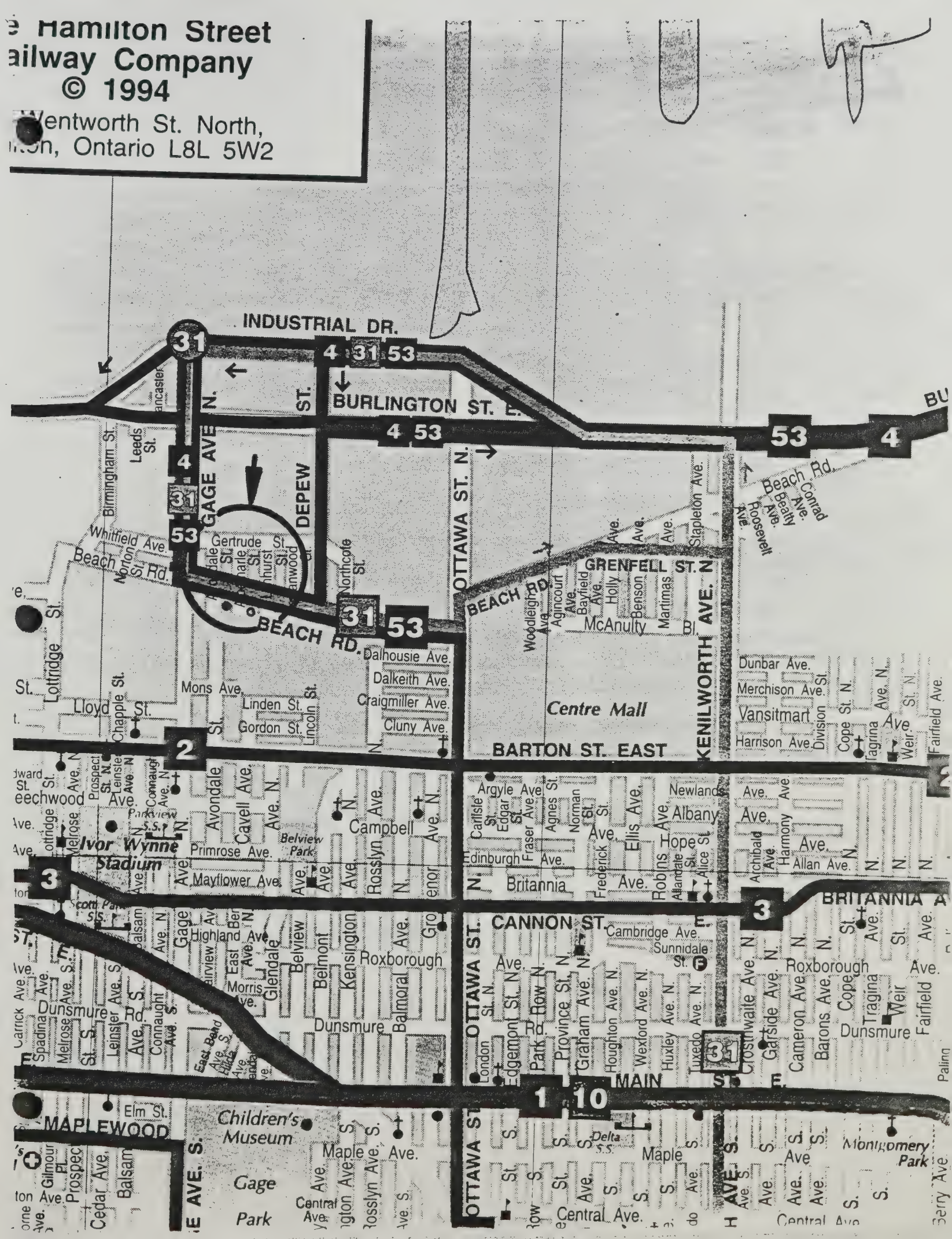
N/A

BACKGROUND:

Staff received a request from the Hamilton Street Railway Company for permission to move the existing bus stop on the south side of Beach Road, east of Albemarle Street to a near side location immediately west of Albemarle.

Customers presently serviced by this stop, must board and alight at a driveway approach. A safer more desirable location exists at the nearside of the intersection of Beach and Albemarle. The abutting property owner has been contacted and has expressed support for this proposed bus stop relocation. The proposed bus stop relocation is satisfactory from a traffic point of view. There would be no loss of on-street parking since this area is already signed with a "No Parking" regulation. Therefore, staff concurs with this request.

JAD/DR/MT/ca


e Hamilton Street
ailway Company
© 1994
Wentworth St. North,
n, Ontario L8L 5W2
INDUSTRIAL DR.
BURLINGTON ST. E.
GAGE AVE N.
DEPEW ST.
OTTAWA ST. N.
Beach Rd.
Whitfield Ave.
Norton St.
Rd.
BEACH RD.
GRENFELL ST.
McAnulty
KENILWORTH AVE.
Centre Mall
BARTON ST. EAST
Dalhousie Ave.
Dalkeith Ave.
Craigmiller Ave.
Cluny Ave.
Mons Ave.
Linden St.
Gordon St.
Lloyd St.
Chapple St.
Lottridge St.
Dunbar Ave.
Merchison Ave.
Vansitmart
Harrison Ave.
Division
Cope St. N.
Tragina Ave.
Fairfield Ave.
Ivor Wynne Stadium
Parkview S.S.
Belview Park
Primrose Ave.
Mayflower Ave.
Campbell
Avondale
Cavell Ave.
Rosslyn Ave.
Argyle Ave.
Carlisle St.
Edgar St.
Fraser Ave.
Agnes St.
Norman St.
Albany
Hope
Ellis Ave.
Robins
Frederick
Edinburgh Ave.
Britannia
Newlands Ave.
Harmony Ave.
Allan Ave.
Archibald Ave.
BRITANNIA A
CANNON ST.
Cambridge Ave.
Sunnidale
Highland Ave.
Glendale
Belview
Belmont
Kensington
Roxborough
Balmoral Ave.
Morris
Dunsmure
Dunsmure Rd.
Spadina Ave.
Melrose Ave.
Leinster Ave.
Connaught Ave.
Carrick Ave.
Province St. N.
Graham Ave. N.
Wexford Ave. N.
Huxley Ave. N.
Houghton Ave. N.
Tuxedo
Crosthwaite Ave. N.
Garside Ave. N.
Cameron Ave. N.
Barons Ave. N.
Cope
Tragina
Weir
Fairfield Ave.
Dunsmure
Roxborough Ave.
MAIN ST. E.
MAPLEWOOD
Elm St.
Children's Museum
Gage Park
Maple Ave.
Central Ave.
Delta S.S.
Montgomery Park
Cedar Ave.
Balsam
Prospect
Gilmour Pl.
Rosslyn Ave. S.
Maple
Central Ave.

2(c)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 22

REPORT TO: Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: D. W. Vyce
Director of Property

SUBJECT: Tenancy Agreement
662 Rymal Road East
R & G Moore

RECOMMENDATION:

a) That the City of Hamilton enter into a Tenancy Agreement with R & G Moore to rent the premises known as 662 Rymal Road East, subject to the terms and conditions of the Tenancy Agreement being satisfactory to the City Solicitor; and,

b) That a one-time rental charge of $500 be charged for the period 1995 June 1 to 1995 June 30, for cleaning and decorating which has been agreed to be carried out by the tenant; and,

c) That commencing 1995 July 1, the monthly rent will be $750 (realty taxes for the entire property are $3,300.81 for 1995), and rental proceeds to be credited to Account No. CH 44104 31106 (City Properties - Rental); and,

d) That the Mayor and City Clerk be authorized and directed to execute the Tenancy Agreement in a form satisfactory to the City Solicitor.

D. W. Vyce

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above recommendation.

BACKGROUND:

The above mentioned City owned property was purchased in September 1976 for the future extension of Upper Sherman Avenue.

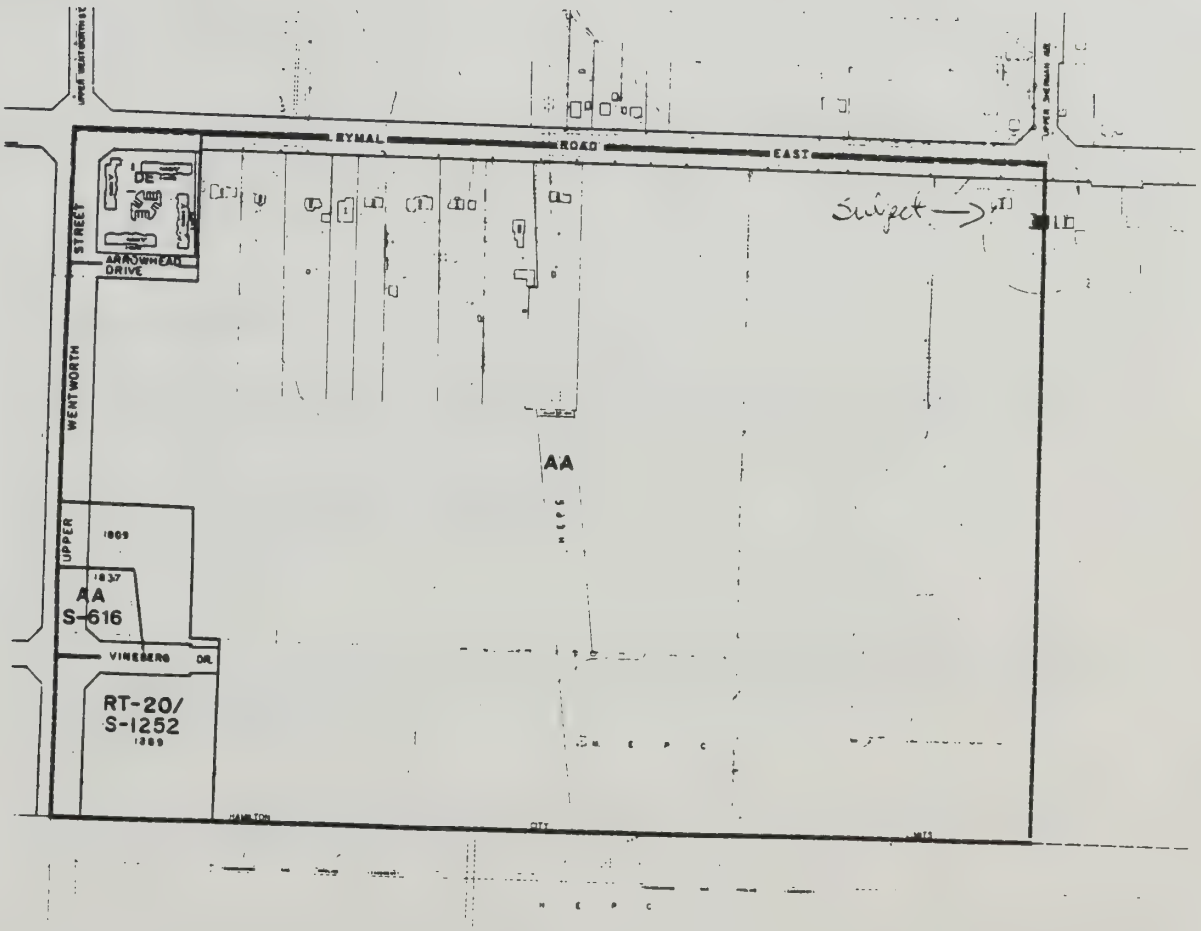
RJH/nw

c.c. P. Noé Johnson, City Solicitor

Allan C. Ross, Treasurer
Attention: L. Friday

R. Swan, Manager, Building Operations and Maintenance Division

(1.3.122)


SYMAL
ROAD
EAST
Subject
STREET
ARROWHEAD
DRIVE
WENTWORTH
AA
UPPER
1869
1837
AA
S-616
VINEBERG
DR.
RT-20/
S-1252
1869
HAMILTON
CITY

2(b)(i)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 17
S703-90 M.P. Sabelli

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: **1995 Servicing Expenditures Related to Subdivisions "CLAUDETTE GARDENS - PHASE 7", Hamilton (R-95-06)**

RECOMMENDATION:

a) That the submitted schedule of works, be adopted for inclusion in the Subdivision Agreement with the Owner for the estimated cost of services in:

"CLAUDETTE GARDENS - PHASE 7", Hamilton

City's Share - $NIL, Subdivider's Share - $40,227.63

b) That the Mayor and City Clerk be authorized and directed to execute the proposed subdivision agreement between the City and the Owner of "Claudette Gardens - Phase 7" subdivision.

c) That approval of the above clauses be subject to the condition that no work be commenced until the Final Plan and Subdivision Agreement has been registered.

d) That in the event the subdivider wishes to proceed prior to the registration of the Final Plans and Subdivision Agreements, they should be allowed to do so at their own risk provided they enter into a standard agreement for pre-servicing.

Ted Gill
E. M. Gill, P. Eng.

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

There are no financial costs to the City associated with the above recommendations.

BACKGROUND:

On 1990 October 10, City Council in adopting Item 8 of the 17th Report of the Planning and Development Committee approved the proposed draft plan of subdivision for "Claudette Gardens", under the condition that the Owner 800064 Ontario Inc. enter into a subdivision agreement with the City of Hamilton. The development of "Claudette Gardens - Phase 7" will result in the creation of three (3) single family residential lots fronting on Adele Court and one townhouse block fronting on Garth Street and adjacent to Gisele Drive.

An estimate of costs have been calculated in accordance with current City cost sharing policy and there will be no City share for this development.

All above ground works required for "Claudette Gardens - Phase 7" have been installed under the previous phases of "Claudette Gardens". Under this phase of development, the Owner is required to install driveway approaches, sodding, street trees and grade the lands in accordance with the approved grading plan.

The lands of "Claudette Gardens - Phase 7" subdivision are located west of Garth Street and north of Rymal Road West in the Falkirk East Planning Neighbourhood.

MPS
(Attach)

STONE CHURCH ROAD WEST
HORIZON CT.
DYDZAK COURT
VISTA CT
HORIZON DRIVE
CHRIS CT.
SUNDOWN
MARCEL PLACE
COURTLAND AVENUE
MAYNARD STREET
HARVARD PLACE
FALKIRK DRIVE
REGENT AVE.
REGENT AVENUE
D/S-198
B-2
B
RT-20/S-207
STREET
9.0m WALKWAY
B-2/S-679
B-2/S-492
ANGELINA PLACE
OTTAVIANO DRIVE
MCINTOSH ROAD
ROLAND
GARTH
RT-20/S-291a
C/S-1195a
CLAUDETTE DRIVE
AA
SEPARATE SCHOOL
COMMUNITY PARK
R-4
ADELE COURT
R-4/S-1195a
LYNNETTE DR.
"Claudette Gardens - Phase 7"
BENVENUTO CRESCENT
BENVENUTO CRESCENT
C
CLAUDETTE GATE
LYNNETTE DRIVE
GISELE DRIVE
C-H/S-1195
FLICE COURT
DONNICI
DANSON DRIVE
PHILOMENA DRIVE
R-4
AA
3.58 Ac.
Net 2.46 Ac.±
RYMAL ROAD WEST
NORTH
KEY PLAN
N.T.S.
APPROVED PLAN
FALKIRK EAST

1995 SUBDIVISION EXPENDITURES

Name of: - SUBDIVISION - DEVELOPER - CONSULTANT - SURVEYOR	# OF LOTS and LOCATION	SUBDIVISION AGREEMENT AUTHORIZATION	DESCRIPTION OF WORKS	CITY'S SHARE OF EXPENDITURES: 0.3 METRE RESERVE COSTS	CITY'S SHARE OF EXPENDITURES: NON-RECOVERABLE & OVERSIZED COSTS	TOTAL CITY'S SHARE	TOTAL SUBDIVIDER'S SHARE	TOTAL SERVICING COSTS
-"CLAUDETTE GARDENS - PHASE 7"	3 LOTS	COUNCIL	Catch Basins & Connections	$0.00	$0.00			
-800064 ONTARIO INC.	1 TOWNHOUSE BLOCK	90 OCT 10 P&D	Curbs & Sidewalks	$0.00	$0.00			
URBEX ENGINEERING LIMITED	HAMILTON	17-90	Finished Roads	$0.00	$0.00			
J.P. WOOLEY, O.L.S.		ITEM NO. 8	Sewers & Watermains	$0.00	$0.00			
FILE NO S703-90			Seeding/Sodding	$0.00	$0.00			
M.P. SABELLI			Street Lighting	$0.00	$0.00			
			Dead End Barricades	$0.00	$0.00			
			Fencing	$0.00	$0.00	$0.00		
							$40,227.63	$40,227.63
TOTALS:				$0.00	$0.00	$0.00	$40,227.63	$40,227.63

* OVERSIZING EXPENDITURES are Non-Recoverable
* 0.3 METRE RESERVE EXPENDITURES are Fully Recoverable

2(D)(ii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 16
T103-52 (116) J. K. Clairmont

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Discharge of Encroachment Agreement
31 Fairmount Street (R-95-07)

RECOMMENDATION:

(a) That the Encroachment Agreement for 31 Fairmount Street, registered as Instrument No. 398123 C.D., be discharged;

(b) That the Mayor and City Clerk be authorized and directed to execute the discharge documents for the Encroachment Agreement, registered as Instrument No. 398123 C.D., in a form satisfactory to the Law Department;

Ted Gill
E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:
N/A

BACKGROUND:

The owner of 31 Fairmount Street has requested that the Encroachment Agreement between the City of Hamilton and the owner, for front steps, dated November 11, 1986 and Registered as Instrument Number 398123C.D. be discharged.

Since the stairs have been removed from the road allowance, this Department has no objection to this request.

JKC:
cc: A. Ross, Treasury Department

2(d)(iii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 21
S701-69, S726-171, S718-81, S726-120

REPORT TO: K. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P.Eng.
Senior Director
Roads Department

SUBJECT:

Incorporating certain City land into various streets by By-Law. (R-95-08)

RECOMMENDATION:

a) That the following City land be incorporated into various streets:

Arrowhead Drive	Block 5 Part 2	Plan 62M-678 Plan 62R-11311
Artistic Boulevard	Part 7	Plan 62R-13077
Embassy Drive	Part 9	Plan 62R-13077
Cyprus Drive	Part 1 Block 39 Part 2	Plan 62R-12988 Plan 62M-632 Plan 62R-10173 (except 20 metres northerly)
Acadia Drive	Parts 20 & 21	Plan 62R-10529

b) That the By-Laws to carry out the incorporation of the said land into the foregoing streets be enacted by Council.

c) That the Commissioner of Transportation/Environmental Services be authorized and directed to register the By-Laws.

Ted Gill

E. M. Gill, P. Eng.

Cont'd...

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

To complete the final street width or to provide access to newly registered subdivision developments, it is necessary to incorporate City lands into the road allowance as indicated below.

Incorporating into Street Name	Description of Lands being Incorporated	Financial Implications	Reason for being Incorporated	File No.
Arrowhead Drive	Block 5, 62M-678 and Part 2, 62R-11311	N/A	To provide legal access to Arrow-head Heights of Rymal - Phase 1	S701-69
Artistic Blvd	Part 7, 62R-13077	N/A	To develop the street to its full width	S726-171
Embassy Drive	Part 9, 62R-13077	N/A	To develop the street to its full width	S726-171
Cyprus Drive	Part 1, 62R-12988 Block 39, 62M-632 Part 2, 62R-10173 (except 20 metres northerly)	N/A	To develop the street to its full width	S718-81
Acadia Drive	Parts 20 & 21, 62R-10529	N/A	To provide legal access to Acadia Drive	S726-120

KJ

cb:GM/KL
encls.

cc/Mr. F. Angelici, Planning Department
cc/Mr. M. Watson, Property Department

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS BLOCK 5, PLAN 62M-678 AND
PART 2, PLAN 62R-11311
INTO ARROWHEAD DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Arrowhead Drive within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Arrowhead Drive.

Firstly:
Part of Lot 9, Concession 1, in the geographic township of Glanford, designated as Part 2, Plan 62R-11311.

Secondly:
All of Block 5, Plan 62M-678.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND DESIGNATED AS PART 1, PLAN 62R-12998 AND BLOCK 39, PLAN 62M-632 AND PART 2, PLAN 62R-10173 (EXCEPT THE MOST NORTHERLY 20 METRES OF PART 2, PLAN 62R-10173) INTO CYPRUS DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Cyprus Drive within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Cyprus Drive.

Firstly:
Part of Lot 11, Concession 7, in the geographic township of Barton, designated as Part 1, on Plan 62R-12998.

Secondly:
All of Block 39, Plan 62M-632.

Thirdly:
Part of Lot 12, Concession 7, in the geographic township of Barton, designated as all of Part 2, on Plan 62R-10173, except the most northerly 20.00 metres of Part 2, on Plan 62R-10173.

All in the City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 7, PLAN 62R-13077
INTO ARTISTIC BOULEVARD

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Artistic Boulevard within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Artistic Boulevard.

Part of Lot 3, Concession 6, in the geographic township of Barton, designated as Part 7, Plan 62R-13077.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS PART 9, PLAN 62R-13077
INTO EMBASSY DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Embassy Drive within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Embassy Drive.

Part of Lot 3, Concession 6, in the geographic township of Barton, designated as Part 9, Plan 62R-13077.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

Bill No.

THE CORPORATION OF THE CITY OF HAMILTON

BY-LAW NO. 95-

TO INCORPORATE CITY LAND
DESIGNATED AS PARTS 20 & 21, PLAN 62R-10529
INTO ACADIA DRIVE

WHEREAS the Council of The Corporation of the City of Hamilton is empowered under Section 297(1) of The Municipal Act, R.S.O. 1990, Chapter M.45 and amendments thereto, to establish and lay out, widen, alter, divert, stop-up, lease or sell any highway or part of a highway.

AND WHEREAS the Council of The Corporation of the City of Hamilton deems it necessary to incorporate a portion of the highway known as Acadia Drive within its limits, the land described below;

AND WHEREAS the said lands are owned by The Corporation of the City of Hamilton.

NOW THEREFORE the Council of The Corporation of the City of Hamilton enacts as follows:

1. The following lands are hereby established and laid out as a public highway to form part of Acadia Drive.

Part of Lot 9, Concession 8, in the geographic township of Barton, designated as Parts 20 & 21, on Plan 62R-10529.

City of Hamilton

Regional Municipality of Hamilton-Wentworth

2. The Commissioner of Transportation/Environmental Services or his duly authorized agent is hereby authorized to open as public highway the said lands.

3. This by-law comes into force and takes effect on the date of its registration in the Land Registry Office (No. 62).

PASSED this day of A.D. 1995

City Clerk Mayor

2(D)(iv)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 24
T103-51 M. Preston

REPORT TO: Mr. Kevin C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Encroachment Agreements (R-95-10)

RECOMMENDATION:

That the applications to retain inadvertent encroachments at the locations outlined on Schedule "A", appended hereto, be approved during the pleasure of Council, provided:

a) That the owners enter into agreements satisfactory to the City Solicitor and Commissioner of Transportation/Environmental Services to indeminify and save the City harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss.

b) That the Mayor and City Clerk be authorized to execute the City's standard form of agreement.

c) That the first year fees and subsequent annual fees outlined in Schedule "A" be set for the encroachments.

E. M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

See above "Recommendation".

Cont'd...

Encroachment Agreements

Cont'd...

BACKGROUND:

The existing roadway encumbrances may be permitted subject to the normal requirements contained in a Standard Encroachment Agreement.

The City of Hamilton's policy is that if an existing or a proposed non-building encroachment does not impede the functions within the road allowance, the encroachment may be approved by Council, subject to an agreement and an annual fee.

We have reviewed these applications and find no objection. Council has allowed these types of encroachments in the past.

MJP:

cc: A. Ross, City Treasurer

SCHEDULE 'A' Council Date: March 14, 1995

Location	Owner	Type of Encroachment	Solicitor/Agent	First Year/Annual	File Number
17 Ferrie St. E.	R.& O. Hernandez	Porch 1.414m x .7224m	Smith & Smith	138/20	T130 50 (1151)
263 Kensington Ave.	N.M. Kitich	Building 9.144m x .00609m Stoop 1.068m x .725m	J.Dipietro	138/20	T103 50 (1147)
91 Colbourne St.	Pecego	Building 5.334m x .3048m	Borkovich & Ingrassia	138/20	T103 50 (1149)
237 Hunter St. W.	W.Hearne & C.Tinkess	Porch 1.905m x 1.0912m	C. Sherk	138/20	T103 50 (1152)
97 Macaulay St.	Da Costa	Porch .762m x .381m	Cicchi & Giangregorio	138/20	T103 50 (1136)
46 Jackson St. E.	D. Dore	Building .04864m x 4.6939m	Thoman, Soule & Gage	138/20	T103 50 (1109)

26(b)(v)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 28
T103-23 (1) J. K. Clairmont

REPORT TO: K. C. Christenson, Secretary
Transport and Environment Committee

FROM: E. M. Gill, P. Eng.
Senior Director
Roads Department

SUBJECT: Temporary Street Closure:
Annual Around The Bay Road Race R-95-11

RECOMMENDATION:

That the application of the Hamilton YMCA Harriers to close Bay Street North from Barton Street to Burlington Street from 11:30 a.m. to 12:30 p.m. on Sunday April 2, 1995, to hold the Around The Bay Road Race, be approved, subject to the following conditions:

i) That prior approval from the Chief of Police or his/her designate be received;

ii) That the applicant provide proof of $2,000,000 public liability insurance, naming the City and the Region as an added insured party with a provision for cross liability, and holding the City and the Region harmless from all actions, causes of action, interests, claims, demands, costs, damages, expenses and loss;

iii) That all barricading, detour signing and traffic control be subject to the direction of the Chief of Police or his/her designate;

iv) That all barricading be supplied by and at the expense of the applicant;

v) That "Temporary Road Closure" signs be installed in advance by the City of Hamilton Traffic Department, on the affected roadways, if deemed necessary by the Director of Traffic Services and at the expense of the applicant;

Cont'd...

Around The Bay Road Race

Cont'd...

vi) That the applicant ensure that clean-up operations be carried out immediately before the re-opening of the roads, to the satisfaction of the City and at the expense of the event organizer;

vii) That no property owner or resident within the barricaded area be denied access to their property upon request;

viii) That all property owners and tenants along the closed portion of the route be notified of the event by the applicant prior to the event in a form acceptable to the Commissioner of Transportation/Environmental Services.

E.M. Gill, P. Eng.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

A request has been received from the Hamilton YMCA Harriers organization to hold the annual Around the Bay Road Race on Sunday April 2, 1995 from 11:00 am to 3:00 pm.

The race will begin at Copps Coliseum and proceed north on Bay Street to Burlington Street, east to Woodward Avenue and west on the Beach Strip into the City of Burlington. The runners will re-enter Hamilton at Valley Road and continue along York Boulevard to disperse at Sir John A. MacDonald School. The route will involve the temporary closure of Bay Street North from Barton Street to Burlington Street from 11:30 a.m. to 12:30 p.m.

The applicant will be holding a 5km race on the same day, beginning immediately after the start of the 30km race. The route will not require any full closures, nor will there be any additional costs involved.

The 5km race will start in front of Copps Coliseum on Bay Street, continue north to Simcoe Street, West into Water Front Park, continue around the park and exit on Bay, south to Cannon, west to Hess Street and east on York to finish in front of Sir John A. MacDonald School.

cont'd...

Around The Bay Road Race

Cont'd...

The race routes include City streets and Regional roads and since Regional Police Services have indicated they can provide the necessary detours and safety of the participants and general public this Department is in favour of the event.

JKC:

cc: Main, Director, Traffic Department
cc: Officer D. Schwalm, Police Services

2(EXi)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 January 31

REPORT TO: Mr. K. Christenson, Secretary
Transport and Environment Committee

FROM: D. Lobo
Director Of Public Works

SUBJECT: **Proposed Alteration of Hunter Street Between James and John Streets**

RECOMMENDATION:

That the proposed narrowing of Hunter Street between James and John Streets from the existing width of 19.05m to a width varying from 7.5m to 14.5m be advertised by the City Clerk in accordance with Section 300 of the Municipal Act and the necessary alteration By-law be prepared by the Director of Public Works.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

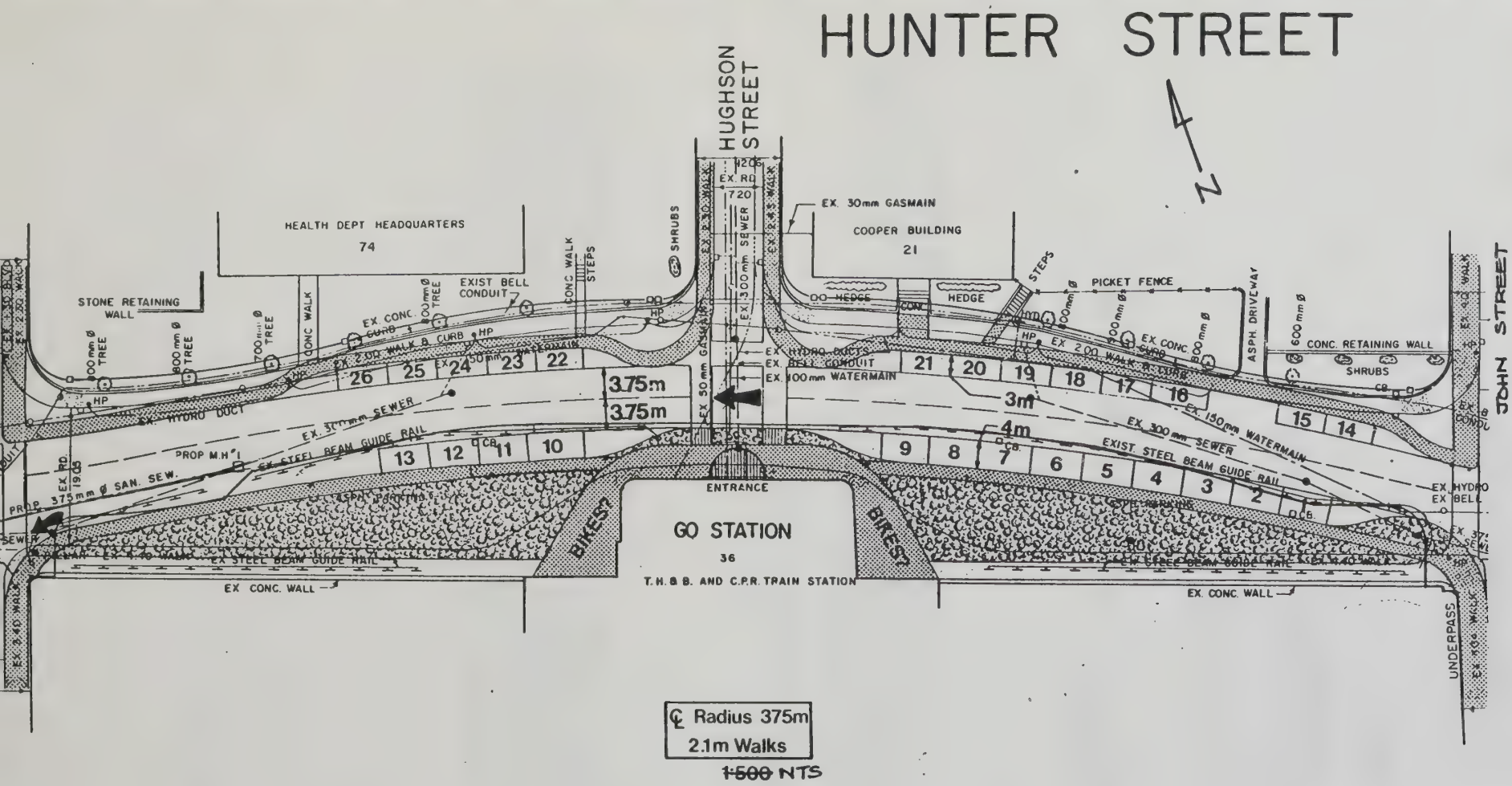
BACKGROUND:

The approved Canada/Ontario Infrastructure Program includes the reconstruction of Hunter Street between James and John Streets. The functional plan shown attached as Schedule "A" has been developed with consideration given for parking, through traffic and additional greenspace to complement the new GO Station. Approval is required to advertise in the Spectator for four consecutive weeks. Notices are also sent to each owner advising of the proposal.

RPM/nb
attach.

c.c. Mr. J. J. Schatz, City Clerk

SCHEDULE 'A'


HUNTER STREET
HUGHSON STREET
JOHN STREET
HEALTH DEPT HEADQUARTERS
74
COOPER BUILDING
21
GO STATION
36
T.H.& B. AND C.P.R. TRAIN STATION
ENTRANCE
EX. 30mm GASMAIN
EX. 300mm SEWER
EX. HYDRO DUCTS
EX. BELL CONDUIT
EX. 100mm WATERMAIN
EX. 150mm WATERMAIN
EXIST. STEEL BEAM GUIDE RAIL
PROP. 375mm ø SAN. SEW.
PROP M.H. 1
EX. CONC. WALL
STONE RETAINING WALL
EXIST BELL CONDUIT
PICKET FENCE
CONC. RETAINING WALL
SHRUBS
HEDGE
ASPH DRIVEWAY
UNDERPASS
BIKEST
BIKEST
3.75m
3.75m
3m
4m
Radius 375m
2.1m Walks
1:500 NTS

2(EXii)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 February 21

REPORT TO: Mr. Kevin Christenson
Secretary, Transport and Environment Committee

FROM: Mr. D. Lobo
Director of Public Works

SUBJECT: Appointment of Municipal Weed Inspectors

RECOMMENDATION:

That the City Solicitor be authorized and directed to amend By-Law 87-144, appointing Municipal Weed Inspectors under The Weed Control Act, to permit the appointment of the following 23 inspectors:

R. Aldridge
P. Booker
R. Boutcher
J. Bovaird
D. Boyer
R. Campanella
D. Cowan
R. Del Conte
R. Farthing
C. Gibbs
R. Guenther
L. Major
A. Mancini
A. Marshall
J. McShane
T. Perry
D. Pomfret
J. Pook
R. Pyne
S. Taylor
P. Tompkins
J. Turner
R. Yanke

FINANCIAL/STAFFING/LEGAL IMPLICATIONS:

N/A

BACKGROUND:

Copy of DRAFT By-Law attached.

To respond to complaints during the season, it is necessary to appoint weed inspectors to enforce The Weed Control Act. The Provincial Government requires that the City of Hamilton Municipal Weed Inspectors be appointed on an annual basis.

/jd
Attch.

c.c. P. Noé Johnson, Law Department

Bill No.

The Corporation of the City of Hamilton

DRAFT #2

BY-LAW NO. 95-

To Amend

By-law No. 87-144

Respecting:

MUNICIPAL WEED INSPECTORS

WHEREAS By-law No. 87-144, passed on the 12th day of May 1987, provided for the appointment of Municipal Weed Inspectors under subsections 6(1) and 8(1) of the Weed Control Act, R.S.O. 1980, Chapter 530, (now R.S.O. 1990, Chapter W.5);

AND WHEREAS By-law No. 87-144 was amended by By-law No. 94-037;

AND WHEREAS it is intended to revise the list of appointed Municipal Weed Inspectors;

NOW THEREFORE the Council of the Corporation of the City of Hamilton enacts as follows:

1. Section 2 of By-law No. 87-144, as amended by By-law No. 94-037, is repealed and the following substituted therefor:

"2. The following persons are hereby appointed Municipal Weed inspectors to enforce the Weed Control Act in the City of Hamilton.

R. Aldridge	R. Farthing	D. Pomfret
P. Booker	C. Gibbs	J. Pook
R. Boutcher	R. Guenther	R. Pyne
J. Bovaird	L. Major	S. Taylor
D. Boyer	A. Mancini	P. Tompkins
R. Campanella	A. Marshall	J. Turner
D. Cowan	J. McShane	R. Yanke
R. Del Conte	T. Perry	

2. By-laws No. 92-106 and No. 94-037 are repealed.

3. In all other respects, By-law No. 87-144 is hereby confirmed, unchanged.

PASSED this day of , 1994.

CITY CLERK MAYOR

\BYLAW\WEEDINSP.2

2(F)

CITY OF HAMILTON

- RECOMMENDATION -

DATE: 1995 March 1

REPORT TO: Chairman and Members
Transport and Environment Committee

FROM: Kevin C. Christenson, Secretary
Transport and Environment Committee

SUBJECT:
Information Reports

RECOMMENDATION:

That the attached list of Information Reports previously distributed to the Transport and Environment Committee, be received.

FINANCIAL/STAFFING/LEGAL IMPLICATIONS: N/A

BACKGROUND:

In order to formally document the distribution of Information Reports to the Transport and Environment Committee, it is recommended that they be received.

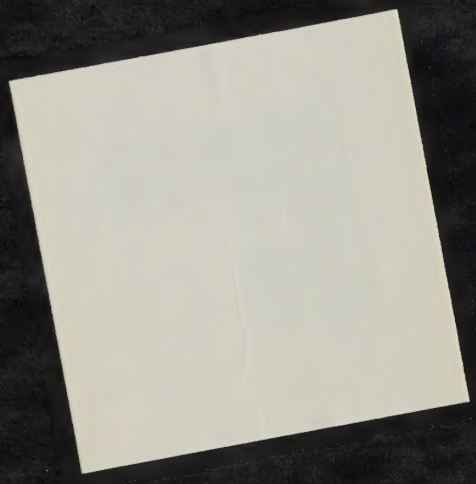
Attachment

REPORTS

TRANSPORTATION AND ENVIRONMENT COMMITTEE

Date	From	Subject	Date Distributed
1995 February 14	Doug Lobo Director of Public Works	Garbage Collection Statutory Holidays	1995 February 23
1995 January 30	Murray F. Main Director of Traffic Services	Attendance at the 74th Annual Meeting of the Transportation Research Board	1995 February 28
1995 January 30	Murray F. Main Director of Traffic Services	Obsolete Items in Traffic Department Inventory	1995 January 30
1995 January	Ontario Good Roads Association	Municipal Routes	1995 February 10
1995 February 9	Chief G. Baker Fire Chief	Premier Waste Systems' Application to Amend Provisional Certificate of Approval No. A100210 306 Lake Avenue North Hamilton, Ontario	1995 February 13

Kevin C. Christenson, Secretary
1995 March 6



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